

**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.**

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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has been less regular than in preceding years.

The necessary consequence of these fluctuations has been a great irregularity in the rate of production. It will be observed that the charges for transporting passengers and merchandise have been about the same as in the previous year.

This traffic has been increased more than fifty per cent. during the last year and has more than doubled within two years, showing great activity in the branches of business other than coal. The profits from these two sources are now in excess of the amount required for the payment of interest, and for the annual appropriations to the established sinking funds, and will leave, for the stockholders, the profit on the transportation of coal, the chief source of revenue. The large expenditures to accommodate the increasing business were not available until the latter months of the year.

In the spring and summer, the supply of coal cars particularly, was altogether inadequate to the demand and even in the latter months, was barely equal to it.

The Managers believe, however, that the capacity for transportation, although at times not equal to the wants of the producers of coal, has, on the average, met the requirements of consumers; this is shown by the fact that the season closed with inactive demand and receding prices.

With the addition of the locomotives now constructing and the facilities of the new sidings, recently completed, the coal tonnage, with a regular business, can be largely increased.

It is believed to be the duty of the Company, as well to the producer as to the consumer, to furnish ample transportation facilities for the full supply of an article so essentially necessary as coal; nor can it be doubted that this policy is, manifestly, for the interest of the Stockholders.

If it were wise, originally, to construct the railroad, the propriety of the expenditures, for the required rolling stock and necessary appurtenances, cannot be doubted.

The main workshops of the company at Reading, are now entirely inadequate for the enlarged equipment. It is, therefore, intended to erect new and commodious buildings, on property recently acquired. At the present time a large number of locomotives are necessarily without shelter and suffer greater injury, by exposure, than any saving which could be effected by delay in erecting new engine houses.

It has become evident that the present facilities for shipping coal, at Port Richmond, are not equal to any material increase of business; it has therefore been decided to improve a portion of the adjoining river front, so wisely secured, many years ago, by the erection of three large and commodious wharves, and to extend some of those now existing, to the new wharf line, adopted by the Port Wardens, which will greatly increase their capacity.

The stocks and bonds held by the Company have been increased \$685,214 67.

These investments have been made, chiefly, for the purpose of extending the lateral roads, and their branches. The benefit of these expenditures cannot be fully realized during the year in which they have been made.

A portion of this investment has been in the purchase of the securities of various companies, the works of which are leased to this Company. Such purchase is only made when it can be done on advantageous terms, thus diminishing the annual rent, and to that extent, equivalent to a reduction of liabilities.

Throughout the entire year the bonds of the Company have commanded a premium; the purchases for the Sinking Fund have been, therefore, only \$104,000 00.

The Sinking Funds, required by the terms of the various mortgages, amounted, last year, to \$118,609 00. In some cases it has been found impossible, except at great sacrifices, to obtain the particular class of bonds required by the mortgages; to meet these requirements, the temporary investment of \$400,000 00, in government securities, has been continued.

The appropriations to the sinking funds created

by the stockholders, amounted last year to \$273,420 00.

The bonded debt has been reduced, since the last report, by purchase, \$104,000 00, and by conversion, \$2,259,000 00, thus leaving it November 30th, \$6,675,300 00.

In the last Report, reference was made to the claim to convert into stock the bonds issued in 1844, with the right originally, of conversion, and which were extended, at their maturity in 1860 or 1880. The highest judicial tribunal of the Commonwealth sustained the view of the Managers, that the privilege of conversion had expired.

The amount of convertible bonds, outstanding, is \$624,500,000, which are due in 1886.

The negotiation for the lease of the Mine Hill and Schuylkill Haven Railroad and the arrangement with the Schuylkill Navigation Company, have been closed, on the terms stated in last Report.

The wharf at New Castle was finished in December last, and is now ready for the shipment of coal.

The entire line of the Junction Railroad is now in daily use, with the exception of the tunnel under Market street, West Philadelphia, and this is in progress of completion.

The profits of the year having been appropriated as has been stated, the managers, on the 30th of November, declared a dividend of fifteen per cent. payable in stock, on the 31st of December. This course was adopted as, by delay, the holders of the convertible bonds could have collected the coupons, due on the 1st inst., then converted the bonds into stock and also have participated in the dividend. By the means thus pursued, no justice was done to the bondholder.

The Managers deem it proper to state their reasons for not making a larger distribution of stock, to represent the value of the new property acquired.

It has cost unusual prices and it may well be questioned whether it should have a permanent representation in the capital stock, at the high rates paid for it. Other reasons have also influenced them. Many years ago, during the construction of the road and subsequently, in extending the bonded debt, large sacrifices were necessarily made to obtain the required funds, and these losses were charged to the cost of the works or capital account. The property acquired, during the last few years, in excess of the stock divided, reimburses, to a considerable extent, the losses thus incurred.

By order of the Board of Managers.

CHARLES E. SMITH, President.

Northern Illinois Railroad.

We have received a copy of the Third Annual Report of this company, embracing the construction and operating of the road for the year ending September 30, 1864:

The proportion of revenue credited in account with the Racine and Mississippi Railroad amounts to.....	\$77,616 83
The expenses of maintenance of road charges connected with operating, amount to.....	17,909 55

Leaving Nett.....	\$59,707 28
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From which have been paid:

Coupons on 1st mort. bonds.....	\$39,302 80
Interest " ".....	1,414 39
Taxes " ".....	3,359 13
	44,076 32

Making amount credited Revenue, Interest and Dividend for the year....	\$15,630 96
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The extension of the road down the Mississippi, under the powers obtained through the charter of the Warsaw, Rock Island and Galena Railroad Company, has been prosecuted energetically, and as much work has been accomplished as could be done without involving extraordinary expenditures, which it would be imprudent to incur in

the present times of extreme prices of labor and materials. The track is laid to the first station, "York," ten miles below Savanna, and that portion of the line will be opened for business on or before the 1st of January. The grading to Fulton, seven miles further, is finished, with the exception of two bridges, and about a quarter of a mile into Fulton, where the work is very light. The bridges on the whole line to Port Byron, 27 1/2 miles from York, are all under contract to be put up this winter, so that the grading can easily be accomplished to admit of the line being opened throughout before next winter. Contracts have been made for the ties necessary for the whole line.

On the completion of the line to Port Byron, thereby making a through route to Rock Island, all northern travel for the Iowa and Nebraska, Missouri and Mississippi Railroads will come by Savanna. The travel between the upper and lower Mississippi will also take that route. Savanna will become an important point, as the connection with the boats for the upper navigation. But, apart from the up river navigation, the route by Savanna will be the shortest for railroad travel to all points on the Mississippi; North, the Northern Illinois and Racine and Mississippi Railroads, making connection at Freeport with the Illinois Central for Dubuque, and at Clinton Junction with the Chicago and Northwestern for Prairie du Chien, La Crosse, St. Paul, Fond du Lac, Oshkosh and Green Bay, and affording an outlet on the lakes at Racine, and by connection with the Milwaukee Railroad at Milwaukee.

The connection at Port Byron, will afford a supply of coal for which the demand at all points North, will be more than it can be hoped to supply sufficiently for many years to come.

On the completion of the connection at Port Byron there is reason to expect there will be little time lost before the line from Rock Island to Warsaw, below the lower rapid of the Mississippi is finished. At Warsaw, the Mississippi is, on an average, closed less than two months in the year, while from Port Byron to Warsaw, in late years, the rapids have been impassable the whole year, with the exception of a few weeks. On that portion of the river, the railroad bridge at Rock Island, and the bridge in course of construction at Fulton are also obstructions to navigation of no slight character. The Captains of steamboats, and others experienced in the navigation of the Mississippi, anticipate in the completion of the through line from Savanna to Warsaw, that the travel and trade of the river will be most advantageously conducted by transfer to the railroad, in connection with boats running to Warsaw for the lower navigation and Savanna for the upper navigation. In corroboration of these opinions, there could be nothing stronger than to refer to the fact that the boat built to run on the Ferry between Savanna and Sabula, drawing only 24 inches of water, has waited all summer without finding an opportunity to get over the rapids, and has been obliged to be laid up below the rapids for the winter. It is unnecessary to give statistics of the trade to be obtained, if these views are correct, as all who have any knowledge of the river business state that it will be difficult for a Railroad Company to supply the requisite rolling stock for a number of years.

The extending connections of the Northern Illinois Railroad suggest the propriety of constituting a company of more extended interests, and, in the coming year, there will probably be an opportunity of uniting with the Racine, and Mississippi Railroad under a new organization which will consolidate under one corporation, the two lines, making the route of 180 miles from Racine to Port Byron.

BALANCE SHEET.

Construction and general exp., No. 1.	\$595,820 92
" " " " " 2.	183,118 93
Steam ferry boat Northern Illinois	21,177 65
Supplies	4,561 58
Bills receivable	7,822 27
Real estate	8,019 80
Open accounts receivable	7,406 80
Personal property	924 15
Cash	194 56
	\$829,046 66
Capital stock	\$65,020 00
First mortgage, 8 per cent bonds	500,000 00
Revenue interest, and dividend	20,736 95
Open accounts payable	135,670 38
Bills payable	107,619 23
	\$829,046 66

President.—G. A. THOMSON.

Sup't of Construction.—R. W. SMITH.

Secretary & Treasurer.—W. V. BAKER.

Engineer.—NATHANIEL BAILLIE.

Directors.—Richard Irvin, Elijah Northey, Enoch Chamberlain, L. H. Bowen, H. A. Mills, Duncan Mackay, Edward P. Barton, William Shannon, G. A. Thomson, R. A. Knapp, S. C. Tuckerman, Henry T. Fuller, D. W. Dame.

Wealth and Resources of Delaware.

This little State is in many respects the twin of Rhode Island, of about the same size and a little less population. It is 92 miles in length and 22 in breadth, containing 2,120 square miles or 1,356,800 acres. It is divided into three Counties, New Castle, Kent, and Sussex, and these are subdivided into 25 hundredths. The soil which contains abundance of marl is very fertile. The cereals, especially wheat flourish abundantly, and the flour known as that of the Brandywine Mills, is justly celebrated and highly esteemed in commerce. The State has quite an interesting history. It was settled by the Swedes in 1627; several nations of the old world at the time, endeavoring to establish colonies in the new. It was captured by the Dutch in 1655, and by the English in 1661. Its population in 1860 was 112,216 of which only 1,798 were slaves.

In 1790 the white population was 46,310, the free blacks 3,899, slaves 8,887. It is now determined by the people to abolish slavery altogether. The principal cities and towns are Wilmington with 21,508 inhabitants, New Castle 5,004, and Dover the capital, 4,498. The first named is a very thriving manufacturing and commercial place, carries on a prosperous trade, and is noted for its success in ship building, both in wood and iron.

Delaware contains 647,035 acres of improved land and 367,230 unimproved. The value of the farms is \$1,426,357, and the implements of husbandry used in their cultivation \$817,883. The valuation of the whole real and personal property of the State in 1860 was \$46,242,181. The live stock consists of 16,562 horses, 2,294 asses and mules, 22,595 milch cows, 9,580 working oxen,

25,596 other cattle, 18,857 sheep and 47,848 swine.

The products of animals were as follows: Butter 1,480,502 lbs., cheese 6,579 lbs., wool 50,201 lbs., wax and honey 68,130 lbs., and the value of slaughtered animals \$573,015.

The cereal crops were of wheat 912,941 bushels, rye 27,209 bushels, Indian corn 3,892,337 bushels, oats 1,046,210 bushels, barley 3,646 bushels, buckwheat 16,355 bushels. The commercial crops were, tobacco 9,699 lbs., hops 414 lbs., flax 8,112 lbs., molasses 761 gallons.

The miscellaneous crops are:

Peas and beans, bushels	7,438
Irish potatoes	377,931
Sweet " "	142,213
Wine, gallons	683
Hay, tons	36,973
Clover seed, bushels	3,595
Grass seed " "	1,165
Flax seed " "	2,126
Sorghum molasses gallons	852
Sild cocoons lbs	9

The value of the products of the orchards was \$114,225, and of market gardens \$37,797.

The number of manufacturing establishments was 564 with a capital of \$5,360,000, using raw material annually of the value of \$5,375,000, employing 6,192 operatives of whom only 860 were females, and producing fabrics of the value of \$9,920,000.

The value of the principal articles produced was as follow:

Flour and meal	\$1,844,919
Cotton goods	919,103
Iron castings	640,000
" bar, rolled, &c	550,500
Lumber	261,172
Boots and shoes	226,470
Clothing	179,840
Woollen and mixed goods	156,635
Printing	105,332
Agricultural implements	90,581
Soap and candles	61,500
Furniture	50,052
Leather	37,240
Gas	33,175
Sewing machines	15,000
Jewelry, plated ware, &c	1,800

The total of imports and exports for 1860, was \$82,427. The tonnage entered and cleared 3,299 tons, the shipping built 5,826 tons.

The number of banks in that year was 12, with a capital of \$1,680,745.

The railways are five in number with an aggregate length of 182½ miles, of which 127 miles have been completed at a cost of \$4,548,850.

The Philadelphia, Wilmington and Baltimore is part of the direct route between New York and Washington.

The Chesapeake and Delaware Canal, is its largest and only work of the kind. It connects the Delaware and Chesapeake Bays, by a cut of about 12½ miles in length, 66 feet in width, and 10 feet in depth, thus facilitating an inland coasting trade of great importance and value. The celebrated coal of Cumberland is brought in large quantities through this Canal. The State had no debt in 1860.

Within the last four years, real estate has been changing hands, in consequence of the discovery of their great value as fruit producers. The cultivation of peaches is going on in a large way, and rapidly increasing. Farms suitable to this cul-

See Table of Railroads in the United States, p. 12, No. 1, Vol. XXXVIII.

ture have been sold very cheaply, and have paid for themselves in a single crop. There is no other Country in the world where this fruit is so universally used and so cheaply supplied.

It is believed that the superiority of the product in Delaware, owing to the nature of its soil, the genial character of its climate, and its easy access by water to the cities of Philadelphia and New York, are likely to make it one of the richest of the small States, and the low prices of land are attracting a considerable immigration.

It is stated on good authority of recent date that the value of the products of three or four peach orchards in 1864, was more than that of all the fruit orchards as returned in the census of 1860. And as the art of preserving the fruit has been recently discovered, not only has the demand increased for the use of the table during the proper season, but for preservation and export.

The crop for 1860 is stated to have been equal to one million of baskets, on which there was an actual profit of 70 cents per bushel, making the enormous sum of \$700,000.

Interest and Dividends.

The New Jersey Railroad and Transportation Company have declared a semi-annual dividend of five per cent., payable free of U. S. tax, Feb. 1.

The Cleveland, Columbus and Cincinnati Railroad company have declared a dividend of seven per cent., payable, free of U. S. tax, at the office of the United States Trust Company, Feb. 1.

The Delaware and Hudson Canal Co. have declared a semi-annual dividend of ten per cent., payable Feb. 1.

The Metropolitan Insurance Company, of New York, have declared a dividend of 6 per cent. on the outstanding certificates of profits to the holders thereof, payable on and after the 20th of Feb. next; also a dividend of 10 per cent. on the capital stock of the company, payable in cash on demand; also a dividend of 50 per cent. in scrip, on the net earned participating premiums of the company for the year 1864, for which certificates will be issued on and after the 20th day of March next.

The West Philadelphia Passenger Railway have declared a semi-annual dividend of five per cent., clear of tax, payable on the 20th inst.

The Locust Mountain Coal and Iron Company has declared a dividend of four per cent., clear of tax, payable on the 23d inst.

The Glenville Coal Company has declared a quarterly dividend of \$1.50 per share.

Mortality of the City of New York.

The number of deaths in this city in 1864 was 25,645, against 25,196 in 1863—an increase of 449, viz:

	1864.	1863.
Males	13,662	13,266
Females	11,983	11,930
Men	5,959	5,665
Women	5,114	4,931
Adults	11,073	10,596
Children	14,572	14,600
Children, under 1 year	6,058	6,118
Ratio of deaths to 1,000 living in	23.7	—
Ratio of deaths to 1,000 living in	—	25.1

The increase of population is estimated at 80,000 in 1864 over 1863. The above calculation of the ratio of mortality is based upon an estimated population in 1863 of 1,000,000, which is a very low estimate, considering our immense floating population.

Finances of New York.—Comptroller's Report.

In the reports from the Comptroller's Office, submitted to the Legislature in January, 1863 and 1864, respectively, the receipts on account of the General Fund revenue for those fiscal years were:

	1863.	1864.
Estimated at	\$8,227,000 57	\$8,650,806 00
And the expenses for same years at	8,971,705 16	8,513,690 91

Deficiency September 30, 1863	\$744,704 59	.....
Surplus September 30, 1864 .....	.....	\$137,114 09

The actual receipts including balances and payments on account of the same fund were:

Receipts	\$8,643,504 08	\$7,787,536 56
Payments	9,836,291 85	8,651,351 23

Actual deficit	\$1,192,787 77	\$863,814 67
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The receipts on account of the General Fund revenue for the fiscal year ending September 30, 1865, are estimated at the sum of.....\$9,703,824 72
And the payments including deficiency at.....9,314,711 15

Estimated surplus September 30, 1865

The large falling off in the estimated receipts for 1864, arose from delay in collecting and forwarding to the Treasury the tax due from the City of New York. It has, however, been mostly received since the close of the fiscal year.

The entire debt of the State at the close of the fiscal years 1863 and 1864, compares as follows:

	1863.	1864.
Canal debt	\$23,278,470 25	\$22,441,770 25
General fund debt	6,505,654 37	6,278,954 37

Total

Notwithstanding the heavy payments made by the State for expenses incident to the war amounting to over fourteen millions of dollars, nothing has been added to the debt, and all the principal that has become due has been promptly paid. The policy of paying the debt as it becomes due continues to be pursued, and it is hoped that a few years more will find the State substantially free from incumbrance of any kind. Within the last four years its amount has been reduced to the extent of \$4,892,251 23.

The following table contains the particulars of the canal debt in 1863-'64:

	1863.	1864.
Under Article 7, Section 1	\$8,427,724 26	\$7,591,024 26
" " " 3	11,940,000 00	11,940,000 00
" " " 10	642,585 99	642,585 99
" " " 12	2,258,000 00	2,258,000 00

Total

The following statements from the Canal Department show the receipts and payments on account of the canals during the fiscal years 1863-'64:

Receipts during the years named—

	1863.	1864.
From tolls	\$5,028,431 32	\$4,308,781 20
" rents of surplus waters	1,165 00	1,511 82
" interest on current revenues	58,016 50	30,002 19
" miscellaneous sources	30,888 53	5,970 31

Total receipts

Payments during same years—

To Commissioners for repairs	\$149,347 09	\$166,069 98
" Contractors for repairs	353,893 02	498,988 41
" Superintendents for repairs	156,038 63	234,115 71
" Collectors for salaries, clerk hire, pay of inspectors and office expenses	56,774 51	59,320 29
" Weigh Masters	9,164 07	9,256 88
For salaries chargeable to annual revenues, refunding tolls, printing and other miscellaneous payments	45,565 20	61,208 19

Total payments

"Surplus revenues"

Payments to sinking fund—

Under Article 7, Section 1	\$1,700,000 00	\$1,700,000 00
" " " 2	350,000 00	350,000 00
" " " 3	1,116,242 66	1,116,242 66

Total to sinking funds

Payments to the Treasury under Art. 7, Sec. 3, to defray the expenses of Government

Remainder

Especially attention is called to the continued decrease in the canal revenues, the large increase in the expenditures, and the probable necessity of a resort to further taxation to meet the constitutional requirements in regard to the sinking fund. This might have been avoided by a more judicious application of the large "remainders" of 1862 and 1863, which were mainly devoted to "extraordinary repairs." It is too late now to remedy that mistake, but the facts referred to should at least moderate the zeal of those who have been in favor of commencing a new enlargement of the canals, and engaging in other new enterprises, on the assumption that the unprecedented revenues of those years were to increase instead of diminish.

THE STATE FUNDS.

The several funds particularly treated of in this report are the following: The General Fund; the General Fund Debt Sinking Fund; the Common School Fund; the United States Deposit Fund; the Literature Fund; the College Land Scrip Fund, and certain trust funds of small amount.

1—GENERAL FUND—REVENUE.

	1863.	1864.
Deficiency of the revenue	\$.....	\$1,192,787 77
Warrants drawn on the Treasury	9,804,599 47	8,417,161 94

Amount transferred to the following funds for interest on money in the Treasury belonging to said funds, viz:

School fund	19,024 05	26,421 58
Literature fund	812 11	1,594 14
United States Deposit fund	5,450 86	10,442 63
Railroad sinking funds	898 98	1,134 26
Amount transferred to other funds	4,880 50	1,140 00
Amount of warrants drawn on the Treasury remaining unpaid Sept. 30, 1862 and 1863	625 88	668 91

Total payments

Amount of receipts into the Treasury for the fiscal years ending Sept. 30	\$7,820,009 06	\$7,785,069 51
Transferred from school fund for bonds for lands	1,214 00	1,949 00
Amount of warrants drawn on the Treasury remaining unpaid Sept. 30, 1863 and 1864	668 91	518 05

Balance in Treasury Sept. 30, 1862	\$7,821,891 97	\$7,787,536 56
.....	821,612 11

Total means

Deficiency in revenue	\$1,192,787 77	\$863,814 67
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The following statement shows the condition of the Treasury at the end of the fiscal years 1863 and 1864:

	1863.	1864.
Amount of warrants drawn on the Treasury on account of the several funds	\$12,711,367 84	\$10,820,138 87
Amount of warrants drawn and unpaid	625 88	668 91
Balance due the Treasury Sept. 30, 1863 .....	.....	534,289 16

.....

Amount received into the Treasury on acct of the several funds	\$10,821,808 63	\$11,269,575 12
Amount of warrants drawn and unpaid	668 91	518 05
Balance in the Treasury Sept. 30, 1862	1,351,733 02	.....

.....

Amount overdrawn Sept. 30

Statement of balances due from and to the Treasury Sept. 30, 1863-'64:

	1863.	1864.
From the General Fund revenue	\$1,192,787 77	\$863,814 67
From the General Fund debt sinking fund .....	.....	209,501 55

.....

	1863	1864
To the school fund, viz:		
Capital	\$394,019 08	\$523,312 59
Revenue	62,408 96—456,428 04	56,805 50—580,118 09

To the literature fund, viz:

Capital	\$22,721 51	123,721 51
Revenue	16,297 87—39,019 38	19,455 12—143,176 63

To the U. S. deposit fund, viz:

Capital	\$87,387 18	157,494 12
Revenue	241 07—87,628 25	697 10—158,191 22

To the Mariners' fund, viz:

Capital	\$194 81	164 81
Under protest	1,169 76—1,334 57	1,169 76—1,334 57

To the General Fund debt sinking fund

To railroad sinking funds

To soldiers' allotment fund

To college land scrip fund

To the Treasurer for amt's overdrawn

.....

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GENERAL FUND DEBT SINKING FUND.

	1863.	1864.
Balance from previous year	\$104,960 38	\$38,878 56
Amount received into the Treasury during year	350,000 00	350,000 00
Total means	\$454,960 38	\$388,878 56
Amount paid during year	416,081 82	598,380 11

Balance Sept. 30, 1863	\$38,878 56	\$
Balance due Sept. 30, 1864	209,501 55	209,501 55

GENERAL FUND STATE DEBT.

The amount of the General Fund State debt on the 30th Sept. was	\$6,505,654 87	\$6,278,954 37
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The principal of the debt is re-imbursable as follows, viz:

On demand	\$53,910 68	\$53,910 68
1864	287,700 00	287,700 00
1865	178,000 00	178,000 00
1866	385,000 00	385,000 00
1868	942,961 05	942,961 05
1870	700,000 00	700,000 00
1875	900,000 00	900,000 00
1878	800,000 00	800,000 00
At pleasure	2,258,082 64	2,258,082 64

Not paying interest	\$6,505,654 37	\$6,217,954 37
		61,000 00

Total

The amount of the contingent State Debt for stock issued and loaned to sundry railroad companies, is \$338,000 00.

SCHOOL FUND.

	1863.	1864.
This fund amounted to	\$2,694,552 38	\$2,734,213 15
Amount received into the Treasury for year ending September 30	\$395,315 38	\$382,291 26
Amount paid out of the Treasury during the year ending 30th September	332,906 42	325,485 76

Balance in the Treasury on the 30th Sept. ...	\$62,408 96	\$56,805 50
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The revenue of this fund is estimated for the current year, viz:

Interest on State stock	\$65,803 27	\$65,803 27
Interest on Comptroller's bonds	21,378 00	21,378 00
Interest on bonds for lands	20,000 00	16,000 00
Interest on bonds for loans	23,000 00	15,000 00
Interest on loan of 1840	3,000 00	2,900 00
Interest on money in the Treasury	24,000 00	31,000 00
Dividends on bank stock	4,800 00	5,500 00

From the income of the U. S. deposit fund	\$161,981 27	\$157,580 27
	165,000 00	165,000 00

The payments for the year are estimated at	\$326,981 27	\$322,581 27
	\$324,000 00	\$324,000 00

LITERATURE FUND.

	1863.	1864.
This fund amounted to	\$269,952 12	\$269,952 12
Balance in the Treasury on the 30th Sept. ...	16,297 87	19,455 12
The revenue of this fund is estimated for the current year at	43,577 02	44,346 16
Estimated payments during the same period ..	43,000 00	41,243 91

UNITED STATES DEPOSIT FUND.

Capital	\$4,014,520 71	\$4,014,520 71
Revenue	261,868 79	260,965 01
Balance in the Treasury on the 30th Sept. ...	241 07	697 10

The revenue of this fund is estimated for the current year at	255,609 36	256,697 15
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Estimated payments during the current year, viz:

Appropriations:—

Common school dividends, including the salaries of the School Commissioners of the several counties	\$165,000 00	\$165,000 00
Dividends to the academies	28,000 00	28,000 00
Am't to be added to the capital of the school fund	25,000 00	25,000 00
Instruction of common school teachers in the several academies	18,000 00	18,000 00
State Normal school, for maintenance	12,000 00	12,000 00
Teachers' institutes in the several counties	8,000 00	8,000 00
Balance of appropriation per chap. 210, Laws of 1863, for teachers' institutes	1,062 25	.....

Transfer from revenue to capital for diminution in the loans under foreclosure of mortgage	4,000 00	5,000 00
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	\$257,062 25	\$256,000 00
	4,000 00	5,000 00
	\$261,062 25	\$261,000 00

	1863.	1864.
Tonawanda Railroad Company sinking fund	\$71,430 77	\$74,079 41
Tioga Coal, Iron, Mining and Manufacturing Company sinking fund	8,079 95	9,823 58
Long Island Railroad Company sinking fund	4,081 95	4,204 41
Mariners' fund	11,384 57	11,384 57
Soldiers' allotment fund	54 96	54 96
Indian annuities	7,361 67	7,361 57
College land scrip fund .....	.....	64,762 40

The deficiency in the General Fund at the close of the fiscal year, 30th September, 1864, was \$1,192,787 77. On the 30th September, 1863, it was \$863,814 67. This has been substantially extinguished by the receipt of taxes from the city of New York since that date. Consequently it will not be necessary to make provision for any deficiency, unless it be for one to be created by unnecessary and unexpected appropriations. With proper prudence and caution in this respect, the State tax for the ensuing year may be largely reduced. The equalized valuation of real and personal estate for the year in the aggregate \$1,500,999,877. For the ordinary expenses of Government, a tax of 1½ mills will be sufficient. There will be then required for schools, ¾; for canals, ¾; for the extension of Chenango Canal, unless that act shall be repealed, 3-16. Total, 2 11-16, against 5¼ for the current fiscal year. There is no good reason why the tax should exceed the rates named.

The following is a brief statement of the principal payments made on account of the war, or directly occasioned by it, since its commencement:

Under the Act of April 16, 1861	\$3,000,000 00
Bounties 1862 to 1864 inclusive	9,076,873 44
Arms and equipments for State troops	841,197 19
Militia, National Guard	553,924 53
Sick and wounded soldiers	182,284 66
Harbor and frontier defence	4,979 42
Bureau of Military Statistics	20,403 22
Claims of State troops	183,134 28
Adjutant Generals office, muster roll department	6,282 45
Volunteer militia	84,506 35
On account of United States direct tax	400,000 00

\$14,353,085 54

Imports and Exports of the Port of New York.

The Custom House has made up its statement of imports (in gold) and exports (in currency) to the close of September. The following are the imports at New York from foreign ports, for July, August and September, 1864:

	July.	August.	September.
Entered for consumption	\$6,382,928	\$6,603,653	\$4,390,114
Entered for warehouse	14,954,635	10,437,478	5,258,568
Free goods	917,684	936,474	832,557
Specie and bullion	128,052	245,858	56,220
Total entered at port	\$22,383,299	\$18,223,463	\$10,539,459
Withdrawn from warehouse	3,386,873	7,967,843	6,852,329

The following is a comparative statement of the imports of foreign merchandise at this port and Customs revenue for the first nine months of the last four years:

	Imports of Mdze.	Customs Revenue.
1861	\$134,989,116	\$15,856,132 35
1862	137,856,395	42,276,832 80
1863	137,547,517	42,323,075 69
1864	189,504,769	56,370,920 13

The exports from New York for the months of July, August and September, 1864, were as follows:

	July.	August.	September.
Domestic produce	\$26,251,673	\$26,617,850	\$15,595,548
Foreign free	249,404	127,537	848,742
Foreign dutiable	5,137,460	2,231,782	2,460,138
Specie and bullion	1,947,329	1,001,813	2,835,398

Total exports	\$33,585,866	\$29,977,982	\$21,739,826
Total export of specie	31,638,537	28,976,169	18,904,428

The following will show the exports, quarterly, exclusive of specie, for the first nine months of each of the last four years:

	1861.	1862.	1863.	1864.
1st quarter	\$33,477,742	\$32,075,568	\$50,615,908	\$41,429,756
2d quarter	33,123,489	29,798,344	41,046,726	48,416,686
3d quarter	30,175,918	45,313,299	38,825,587	79,519,134

9 months	\$96,777,149	\$107,187,211	\$130,487,221	\$169,395,576
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The re-exports of foreign goods for the nine months of 1864, included in the above total, amount to \$1,532,348 of free, and \$13,961,235 of dutiable, making a total of \$15,543,583 re-shipped to a foreign market. This is three times the quantity re-shipped for the same period of the previous years.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price per share.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Action.....Ca.	200,000	5	1	1	Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50		4	Atina (G.).....Col.	50,000	10		
Action Vale.....Ca.	50,000	5	5	65	Keweenaw....." "	20,000			6	East River....." "	5,000	50		118	Acadia (G.).....N. S.	100,000	5		
Adventure.....L. S.	20,000				Kickapoo....." "	20,000		1	1	George's Ck C. & I.Md.	10,000	100			Albion (G.)....." "	100,000	5		
Albany and Boston....." "	20,000	20	24	24	King Phillip....." "	20,000			1	Harewood....." "	20,000	5			Alpine (G.).....Col.	150,000	10		
Algonah....." "	20,000				Knowlton....." "	20,000			1	Kahadlin.....Me.	3,000	100			Alps (G.)....." "	100,000	5		
Alliance.....Ca.	200,000	24			Lafayette.....Ca.	200,000	1		14	Lake Superior.....L. S.	20,000	25			American....." "	200,000	2		
Allouez.....L. S.	20,000		1	34	Lake....." "	200,000			15	Massachusetts.....Pa.	25,000	1			Am. & Mex. (S.) N. M.				
American.....Ca.	200,000	24			Lawrence.....L. S.	20,000			50	Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Amygdaloid.....L. S.	20,000				Lennoxville.....Ca.	100,000	5		50	Teal Lake.....L. S.					Arizona (Silver)....." "				
Amygdaloid.....L. S.	20,000				Logan....." "	100,000	5		2	Tyson....." "	20,000	10			Atlantic (G.).....N. S.	100,000	2		
Arizona.....Ariz. T.	10,000	100			Lyster....." "	200,000	2		34						At. & Pac. (G. & S.) Nev.	50,000	10		33
Ascot.....Ca.	20,000	20			Madison.....L. S.	20,000		1	34						Bay State (G.).....Col.	200,000	5		
Astor.....L. S.	20,000		1	64	Malden....." "	20,000		1	64						Beacon (G.).....N. S.	200,000	2		
Atlas....." "	20,000		1	7	Mandan....." "	20,000		24	64						Benton (G.)....." "	100,000	100		
Astec....." "	20,000		1	7	Manhattan....." "	20,000		24	64						Black Hawk (G.)....." "	50,000	100		
Balt. and N. O.....N. O.	2,000	5		20	Marquette....." "	20,000			34						Boston (G.)....." "	10,000	40		105
Bate Hill....." "	20,000				Maryland.....Md.	20,000	5		75						Briggs (G.)....." "	10,000	100		
Bay State.....L. S.	20,000		34	194	Mass.....L. S.	20,000			5						Bullion (G.)....." "	200,000	25		
Beaver....." "	20,000		1	80	Massachusetts....." "	20,000			5						Burroughs (G.)....." "	100,000	10		
Bedford.....Ca.	125,000	5		80	Mendota....." "	20,000			5						Canadian (G.).....Ca.	200,000	2		503
Black River....." "	200,000	24		14	Merrimac....." "	20,000			5						Central (G.).....Col.	50,000	20		174
Bohemian.....L. S.	20,000		74	104	Meteor....." "	20,000			64						Chandler (G.).....Ca.	100,000	5		90
Bolton.....Ca.	20,000	5		5	Michigan....." "	20,000		64	6						Chenango (G.).....N. S.	100,000	5		65
Boston.....L. S.	20,000		5	4	Middlesex....." "	20,000			6						Colonial (G.).....Ca.	100,000	24		25
B. and Corinth.....Vt.	20,000	10		5	Mineral Hill....." "	20,000			13						Colorado (G.).....Col.	50,000	10		31
Brooklyn.....L. S.	20,000		2	11	Minnesota.....L. S.	20,000		34	25						Consol. Gregy (G.) Col.	50,000	100		25
Bronze.....Ca.	100,000	5		11	Missisquoi.....Ca.	150,000	2		34						Copahine (G.)....." "	200,000	20		
Cabot.....L. S.	20,000			1	Montezuma.....N. Mex.	300,000	5		14						Corianna (G.)....." "	100,000	10		6
Caledonia....." "	20,000			25	Morrison.....L. S.	20,000			25						Corydon (G.)....." "	100,000	25		24
Cambridge....." "	20,000			25	Nashua....." "	20,000			25						Day & Bushnell (G.) C.	300,000	10		
Canada.....Vt.	100,000	1		11	National....." "	20,000		54	87 1/2						Denver (G.).....Ca.	50,000	20	124	15
Carp Lake.....L. S.	20,000			11	Native....." "	20,000			87 1/2						Dorset (G.)....." "	170,000	5		
Cascade....." "	20,000			52 1/2	Nelson.....Ca.	200,000	1		10						El Dorado (G.).....Nev.	100,000	5		
Central....." "	20,000			156	Nequaqua.....L. S.	20,000		1	10						Empire (S.)....." "				
Champlain.....Ca.	200,000	14		156	Nequaqua (Silver)....." "	20,000			1						Empress (S.)....." "				
Chatham....." "	100,000	2		50	New England.....Ca.	20,000		2	75						Eureka (G.).....Cal.	30,000	10		14
Chaudiere....." "	200,000	1		120	Newton....." "	200,000	1		80						Excelsior (G.).....Col.	100,000	2		
Chester....." "	20,000	5		120	New York.....L. S.	20,000			80						Frankfort (G.)....." "	100,000	5		
Chetcamp....." "	20,000				N. Y. & Passaic.....N. J.	100,000			80						Garrison's (G.).....Col.	100,000	5		
Chippewa.....L. S.	100,000	5			North Cliff.....L. S.	20,000			5						Gilbert River (G.).....Ca.	100,000	5		1
Cleveland.....Ca.	20,000				North Silver Lake....." "	20,000		4	5						Gilpin (G.).....Col.	100,000	5		1
Cliff....." "	20,000				North State....." "	20,000			15						Gold....." "	100,000	5		3 1/2
Clifton....." "	20,000				North Sutton.....Ca.	100,000	5		3						Gold Field....." "	50,000	10		
Collins....." "	20,000				North Western.....L. S.	20,000		74	4						Gold Hill....." "	50,000	10		
Columbian....." "	20,000		43	5	Norwich....." "	20,000			44						Gold River....." "	100,000	5		
Consolidated....." "	20,000		244	29 1/2	Ogima....." "	20,000			44						Gould & Curry (G. & S.) N.	300,000	10		2 1/2
Copper Falls....." "	20,000		1		Ontonagon....." "	20,000			44						Halifax (G.).....N. S.	200,000	2		50
Copper Harbor....." "	200,000	10			Ottawa.....Ca.	200,000	1		95						Harmon (G. & S.) Nev.	100,000	2		
Copper Hill....." "	20,000				Pacific.....L. S.	20,000			114						Holman (G.).....Col.	150,000	25		
Copperas Hill....." "	50,000	10			Pennsylvania....." "	20,000		25	114						Hope (G.)....." "	80,000	2	10	20
Cornwall.....Vt.	100,000	2		62	Petherick....." "	20,000		25	114						Isaac's Harbor (G.) N. S.	100,000	5		
Decatur.....L. S.	20,000			33	Pewabic....." "	20,000			12						Isabella (G.).....Col.	100,000	5		
Dana....." "	20,000			33	Phila. & Boston....." "	20,000		15	21						Kennebec (G.).....Ca.	100,000	5		
Deep River.....N. C.	20,000		5	33	Phoenix....." "	20,000			21						Kent (G.).....N. S.	200,000	1		
Delaware.....L. S.	20,000			15	Pittsburg & Boston....." "	20,000		54	87						Lake (G.).....Col.	100,000	5		
Derby....." "	20,000			15	Pontiac....." "	20,000			34						Lake Major.....N. S.	12,000	50		
Devon....." "	20,000			1	Prince of Wales.....Ca.	200,000			34						Libertad (G. & S.) Mex.	100,000	10		
Dorchester....." "	20,000			6	Providence.....L. S.	20,000			100						Manhattan (G.).....Col.	100,000	10		
Douglas....." "	20,000			7	Quincy....." "	20,000			100						Mariposa (G.).....Cal.	100,000	100		11 1/2
Dover.....Ca.	200,000		1	4	Reid Hill.....Ca.	200,000			10						Massachusetts (G.).....Ca.	500,000	5		2 1/2
Dudley.....L. S.	20,000			25	Reliance.....L. S.	20,000			74						Mex. Pac. (G. & S.) Mex.	100,000	100		
Dunham.....Ca.	200,000	2		25	Richford....." "	20,000			74						Montague (G.).....N. S.	50,000	10		
Durham....." "	200,000	5		25	Ridge.....L. S.	20,000			74						Montana (G.).....Col.	100,000	5		1 1/2
Eagle River.....L. S.	20,000			34	Rockland....." "	20,000			74						Montezuma (G. & S.) N.	100,000	5		
El Dorado (Silver)....." "	20,000			34	Roscoe.....Ca.	200,000	1		5						Mt. Alpine (G.).....Col.	250,000	5		
Essex.....Ca.	25,000	20		4	Rudisell....." "	20,000			65						Mt. Vista (G. & S.) Nev.	50,000	10		
Essex.....L. S.	20,000			120	St. Clair.....L. S.	20,000			3						New England (G.) Col.	50,000	5		2 1/2
Eureka....." "	20,000			12	St. Flavian.....Ca.	100,000			3						New Gregory (G.)....." "	50,000	10		
Everett....." "	20,000			54	St. Francis....." "	100,000			3						New York (S.)....." "	100,000	10		
Evergreen Bluff....." "	20,000			54	St. Mary's (L. & M.) L. S.	20,000			10						N. Y. & N. S. (G. & S.) N.	100,000	5		
Flint Steel....." "	20,000			54	Salem....." "	20,000			10						Nova Scotia (S.)....." "	100,000	2		2 1/2
Forest City....." "	20,000			54	Sharon Consol....." "	20,000			16						Oldham (G.)....." "	100,000	2		
Forest Shepherd....." "	20,000			54	Sheldon....." "	20,000			16						Otate (S.).....Mex.				
Franklin.....L. S.	20,000		54	52	Silver Creek....." "	20,000			30						Palma (S.)....." "				
French Creek.....Pa.	100,000	5		80	Silver Hill....." "	20,000			30						Peck (G.).....N. S.	100,000	5		
Gardner City.....L. S.	20,000			87 1/2	Silver Lake....." "	20,000			20						Peninsular (S.).....L. Cal.				
Gardner Hill....." "	20,000			87 1/2	Silver Valley....." "	20,000			20						Piencho (S.).....A. T.	50,000	50		
Girard....." "	20,000			87 1/2	Southampton.....Ca.	100,000	5		20						Pontiac (G.).....Col.	50,000	20		
Glade....." "	20,000			100	South Bedford....." "	200,000	2		20						Prince Albert (G.).....Ca.	100,000	2		14
Glencoe.....Ca.	200,000	1		40	South Side.....L. S.	20,000			1 1/2						Quartz Hill (G.).....Mex.	40,000	25		6
Globe.....L. S.	20,000			40	Springfield.....Md.	20,000			1 1/2						Quicksilver.....Cal.	40,000	25		95 1/2
Grand Portage....." "	20,000			40	Stadeona.....Ca.	100,000	5		1 1/2						Renfrew (G.).....Ca.	120,000	21		50
Grand Trunk.....Ca.	100,000	5		1	Star.....L. S.	20,000			6						Riviere du Loup (G.)....." "	20,000	10		

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash (—) signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending	Length, equi- val in single trk.	In progress or projected	Equip- ment	Companies	Cost of Road and Equipment	Share Capital paid in.	Indebted- ness	Earnings	Dividends on paid capital.	Par Value	Market Price
	m.	m.	No	No			Bonded Debt	Floating Debt	Gross	Net	
MASSACHUSETTS.											
30 Nov. '63	3.36				Boston and Chelsea	110,000	140,000		7,200	7,200	42
30 Nov. '63	4.18				Broadway, Boston	88,551	230,000	12,500	62,446	21,195	65
30 Nov. '63	32.96		161	26	Cambridge	634,171	657,300	150,000	94	94	97
30 Nov. '63	6.74				Cliftondale	95,500	70,000	24,500	4,863		97
30 Nov. '63	8.27				Dorchester	156,672	121,600		8,468	7,438	7
30 Nov. '63	1.48				Dorchester Extension	12,800	12,800		1,024	1,024	8
30 Nov. '63	1.41				Dorchester and Roxbury	18,742	12,000		6,800	1,200	6
30 Nov. '63	11.75		195	25	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	95
30 Nov. '63	3.41				Malden and Melrose	60,246	200,000	73,100	66,223		26
30 Nov. '63	2.97				Medford and Charlestown	34,000	22,000	12,000	2,040	2,040	6
30 Nov. '63	36.88		762	125	Metropolitan (Boston)	621,002	639,300	297,509	388,616	65,539	53
30 Nov. '63	7.50		216	41	Middlesex (Boston)	348,000	400,000	39,783	174,422	32,618	61
30 Nov. '63	5.69		63	9	Quincy	75,525	53,000	50,932	16,050	25,837	6,012
30 Nov. '63	5.32				Salem & South Danvers	57,100	73,300		1,800	9,789	1,273
30 Nov. '63	2.68				Somerville	50,000	50,000		2,500	2,500	324
30 Nov. '63	2.50		10	2	Stoneham street (Boston)	31,600	32,900		5,685	1,711	5
30 Nov. '63	7.75		61	14	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591
30 Nov. '63	1.54		311	50	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,094
30 Nov. '63	3.21				West Cambridge	12,850	12,850		120	642	642
30 Nov. '63	2.25				West Roxbury	40,558	40,400				
30 Nov. '63	5.00				Winnisimmet	62,152	62,200		4,798		
30 Nov. '63	5.00				Worcester	89,000	69,000	20,000		6,202	542
CONNECTICUT.											
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000				2
31 Dec. '62	8.5		11	3	Hartford and Wethersfield	300,000	300,000				
NEW YORK.											
30 Sep. '63	10.76			28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491
30 Sep. '63	4.00	2.80		2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500			100
30 Sep. '63	24.00		35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216
30 Sep. '63	56.18		140	29	Brooklyn City	1,331,357	1,000,000	170,000	542,641	132,836	9
30 Sep. '63	10.50	4.25		56	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881
30 Sep. '63		10.00			Brooklyn City & Ridgewood	51,328	53,500				
30 Sep. '63					Buffalo Street						
30 Sep. '63					Central City (Syracuse)						
30 Sep. '63	16.00	14.00		23	Centrl Pk. N. & E. Riv. (N. Y.)	994,655	446,073	500,000	19,791	7,008	
30 Sep. '63	17.50				Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	100
30 Sep. '63		6.00			East & North River (N. Y.)	650	650				
30 Sep. '63	17.33			91	Eight Avenue (N. Y.)	978,534	800,000		30,000	388,598	124,445
30 Sep. '63	11.00	1.00		70	42d st., & Grand st., Ferry	726,361	600,000	127,100			
30 Sep. '63					Fourteenth Street (N. Y.)						
30 Sep. '63	4.52				Grand St. & Newtown (W'g)						
30 Sep. '63	4.03				Harlem Br., Morris & Ford in						
30 Sep. '63					Main & Ohio St. (Buffalo)						
30 Sep. '63	19.00		84		Niagara Street (Buffalo)	447,598	795,300	57,000	97,241	23,479	100
30 Sep. '63		11.00			Ninth Avenue (N. Y.)						
30 Sep. '63					N. Riv. & Wall st. Ferry (N. Y.)	1,200	1,200				
30 Sep. '63	7.50	3.40	18		Port Morris & Westchester		81,500	66,000	6,000	7,636	3,977
30 Sep. '63	16.00				Rochester City & Brighton	1,135,848	650,000	500,000	25,000	290,354	51,127
30 Sep. '63	8.37		40	25	Second Avenue (N. Y.)	1,161,863	750,000	15,000		412,500	99,227
30 Sep. '63					Sixth Avenue (N. Y.)						
30 Sep. '63	16.50		117	3	Tenth Av. & 32d st. (N. Y.)	1,819,308	1,170,000	400,000	682,131	233,079	12
30 Sep. '63					Third Avenue (N. Y.)						
30 Sep. '63		3.50			Troy and Lansingburg						
30 Sep. '63	1.50				Utica City	2,160	7,080		1,693	310	
30 Sep. '63					V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	8,000	5,150	4,582	752
NEW JERSEY.											
31 Dec. '62	5.32		7		Hoboken and Hudson City	32,000	30,000		2,000		
31 Dec. '62	5.05	2.50			Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986
31 Dec. '62	10.47				Jersey City & Bergen Point						
31 Dec. '62	17.00		160	22	Orange and Newark	411,000	211,000	200,000		71,050	19,183
31 Dec. '62	5.80				West Hoboken & Hoboken	100,000	40,000	60,000			
PENNSYLVANIA.											
31 Oct. '63	7.89		133	22	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	104,728	50,696	40
31 Oct. '63	8.13		129	14	Citizens (Pittsburg)	157,627	92,000	54,200	5,880	89,867	30,168
31 Oct. '63	4.12		18	4	Delaware County	30,729	24,980	6,500	2,850	5,668	
31 Oct. '63	4.38		112	20	Fairmount & Arch st. (Phil.)	194,017	200,000		2,050	63,459	14,824
31 Oct. '63	16.74		274	42	Frankford & Southw'k (Ph.)	731,434	490,250	200,000	202,367	58,767	7
30 Nov. '63	24.25		205	35	Germantown	369,446	112,245	250,000	133,506	26,746	6
31 Oct. '63	8.40		116	25	Girard College (Phila.)	160,000	160,000		76,430	19,682	94
31 Oct. '63	8.73		196	36	Green & Coates st. (Phila.)	224,182	150,000	87,000	124,540	50,470	194
31 Oct. '63	11.00				Hestonville, Mantua & Fairmount	100,000	60,000	40,000			
31 Oct. '63					Lombard & South st. (Phila.)						
31 Oct. '63	11.17				North Philadelphia	300,000	200,000	100,000			
31 Oct. '63	12.00		98	19	Oakland (Pittsburg & E. L.)	76,500	81,500		500	32,491	
31 Oct. '63	10.57	0.52	57	10	Philadelphia and Darby	86,447	100,000	17,000		24,102	1,918
31 Oct. '63	7.04		108	13	Pittsb. Allegheny & Manch'r	86,418	67,875	12,000	9,622	49,038	7,036
31 Oct. '63	4.61		70	10	Pittsburg and Birmingham	62,962	42,000	22,600	5,369	40,526	16,184
31 Oct. '63	6.16		128	21	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983
31 Oct. '63	5.20				Richmond & Schuylkill (Ph.)	130,000	100,000	30,000			
31 Oct. '63	7.78		54	10	Ridge Avenue & Manyunk.	179,635	118,000		34,549	12,231	84
31 Oct. '63	19.46		382	60	Second & Third st. (Phila.)	476,779	203,757	172,100	279,623	96,903	36
31 Oct. '63	6.62		90		12th & 19th st. (Phila.)	113,699	120,000		28,447	4,917	24
31 Oct. '63	8.28		120	17	Spruce & Pine (Phil. & Gr. F.)	173,030	169,212	15,500	75,466	18,417	17
31 Oct. '63	7.65	1.51	178	36	10th & 11th st. (Citizens)	171,776	192,750		6,000	128,623	45,960
31 Oct. '63	6.25		133	16	13th & 15th st. (Phila.)	100,000	100,000		87,604	20,428	17
31 Oct. '63	9.31		223	48	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574
MARYLAND.											
31 Dec. '62	21.00		340	50	Baltimore City	700,000	670,000		31,549	239,059	21,058
OHIO.											
31 Dec. '62	5.00				Cincinnati Street	151,913	150,000				
31 Dec. '62	5.00				City (Cin.) Passenger	111,412	100,000				
31 Dec. '62	3.81				Passenger (Cin.)	69,837	50,000				
31 Dec. '62	3.63				Pendleton & S. st. Mart (Cin.)	70,000	50,000				
MISSOURI.											
30 Nov. '62	8.29				Citizens (St. Louis)	117,437	100,000				
30 Nov. '62	8.33				Missouri (St. Louis)	76,074	70,000				
30 Nov. '62	4.48				People's (St. Louis)	53,875	70,000				
30 Nov. '62	10.30				St. Louis	298,004	298,004				

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing	Rate.	INTEREST, Pay- able.	Principal payable.	Market Price.
Broadway (Brooklyn):			Months.	Year.	p. c.
Real Estate Mortgage	27,500	7	J. & J.	Var.	
Brooklyn, Bath & Coney Isd					
1st Mortgage	44,500	7	J. & J.	1883	
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	
Real Estate	22,900	7			
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	
Citizens (Pittsburg)					
1st Mortgage	47,800	7	J. & J.	1870	
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	
Delaware County:					
1st Mortgage	6,500	7			
Dorchester:					
Real Estate Mortgage	5,000	6			*
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.		
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germanstown:					
1st Mortgage	250,000	7	J. & J.	1869	
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	99
Hestonville, Mantua & Fair- mount:					
1st Mortgage	40,000	7	J. & J.	1869	
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	
Lynn and Boston:					
1st Mortgage (road)	50,000	6	M. & S.	71-72	100
Malden and Melrose:					
1st Mortgage guaranteed	75,000	6		1880	91
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	12,000	6		*	
Metropolitan:					
1st Mortgage	36,625	6			
Real Estate Mortgage		6			
Middlesex:					
Malden & Melrose bonds.	60,000	6		1870	
Real Estate	6,210				
Ninth Avenue:					
1st Mortgage	57,000	7			
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	
Orange and Newark:					
1st Mortgage Broad street.	100,000	7	J. & J.	1881	
" " O. & Newark	100,000	7	J. & J.	1880	
2d Mortgage " "	100,000	7	J. & J.	1883	
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	
Philadelphia and Gray's Ferry:					
1st Mortgage	16,500	7	J. & J.	1869	
Pittsburg, Allegheny and Manchester:	64,200				
1st Mortgage	25,000	7	J. & J.	1871	
Pittsburg & Birmingham:					
1st Mortgage	22,000	7	J. & J.	1870	
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	
Quincy:					
Plain bonds.	50,000		M. & S.	1868	
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.		
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	
Real Estate bonds.	60,000				
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.			Market Price.
		Rate.	Periods.	WHEN DUE.				Rate.	Periods.	WHEN DUE.	
UNITED STATES LOANS.											
Loan of Jan. 25, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	135	Massachusetts-Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-78	130 1/2
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	131	" " " " " " " " " " " "	600,000	5	"	77-78	115 1/2
" " " " " " " " " " " "	"	6	"	1868	135	" " " " " " " " " " " "	600,000	5	May & Nov	1893	111
Texas Indemnity, of Sep. 9, 1850.....coupon	2,052,000	6	"	1865	225	" " " " " " " " " " " "	1,000,000	5	"	1883	118 1/2
Loan of June 14, 1853.....registered	20,000,000	5	"	1874	100	" " " " " " " " " " " "	168,000	5	"	1880	"
" " " " " " " " " " " "	"	5	"	1874	102	Michigan-Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	100
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	115	" " " " " " " " " " " "	100,000	6	"	1879	"
" " " " " " " " " " " "	"	5	"	1871	110	" " " " " " " " " " " "	567,000	7	"	1886	100
Oregon War Debt of March, 1861.....coupon	1,016,000	6	"	1881	111	" " " " " " " " " " " "	2,000,000	6	"	66-83	"
" " " " " " " " " " " "	"	6	"	1881	110	Minnesota-State bonds.....coupon	250,000	8	Jan. & July.	1867	100
Loan of Feb. 8, 1861.....registered	18,416,000	6	Yearly.	1881	110	" " " " " " " " " " " "	100,000	7	"	1871	"
" " " " " " " " " " " "	"	6	"	1881	111 1/2	" " " " " " " " " " " "	2,275,000	7	"	"	1883
Loan of July 17, & Aug. 5, 1861.....registered	249,977,800	6	"	1881	112 1/2	Mississippi-State bonds (banks).....coupon	2,000,000	6	"	41-71	"
" " " " " " " " " " " "	"	6	"	1881	112 1/2	Missouri-Bank Stock Loan of 1857.....coupon	63,000	5 1/2	Jan. & July.	1863	"
Loan of Feb. 25, 1862 (5-20s).....registered	510,766,900	6	May & Nov.	1882	108	" " " " " " " " " " " "	199,000	6	"	1863	67
" " " " " " " " " " " "	"	6	"	1882	109	" " " " " " " " " " " "	100,000	6	April & Oct	1863	"
Loan of March 3, 1864 (10-40s).....registered	81,680,000	5	Mar. & Sept.	1904	101 1/2	" " " " " " " " " " " "	40,000	6	Jan. & July.	1863	"
" " " " " " " " " " " "	"	5	"	1904	102 1/2	" " " " " " " " " " " "	200,000	6	"	"	1863
Loan of March 3, 1864 (5-20s).....registered	40,000,000	6	May & Nov.	1884	109 1/2	" " " " " " " " " " " "	7,000,000	6	"	"	72-88
" " " " " " " " " " " "	"	6	"	1884	109 1/2	" " " " " " " " " " " "	4,500,000	6	"	"	87-89
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1867	118	" " " " " " " " " " " "	3,000,000	6	"	"	73-87
" " " " " " " " " " " "	76,068,550	7.3	Feb. & Aug.	1867	114	" " " " " " " " " " " "	4,500,000	6	"	"	72-87
Debt Certificates.....coupon	236,373,000	6	At maturity.	1867	117	" " " " " " " " " " " "	3,501,000	6	"	"	72-89
One Year Treasury Notes (legal tender).....	43,585,000	5	"	1867	117	" " " " " " " " " " " "	650,000	6	"	"	87-89
Two Year's.....	15,748,000	5	"	1867	117	" " " " " " " " " " " "	700,000	6	"	"	1889
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	"	" " " " " " " " " " " "	431,000	9	June & Dec.	64-66	"
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	"	" " " " " " " " " " " "	780,000	6	"	"	"
" " " " " " " " " " " "	88,515,370	6	"	1867	"	" " " " " " " " " " " "	535,100	6	Feb. & Aug.	1876	100
STATE LOANS.											
Alabama-State bonds.....coupon	3,423,000	5	Jan. & July.	1877	100	New Hampshire-State bonds.....coupon	200,000	6	"	"	"
Arkansas-State bonds (R. R. Bk).....coupon	896,000	6	No interest paid for many yrs	1868	100	" " " " " " " " " " " "	96,000	6	Jan. & July.	Var.	"
" " " " " " " " " " " "	610,000	6	"	1868	100	" " " " " " " " " " " "	631,820	6	"	"	65-71
" " " " " " " " " " " "	38,000	5	"	1868	100	" " " " " " " " " " " "	200,000	6	"	"	1871
California-Civil bonds of 1857.....coupon	3,127,500	7	Jan. & July.	1878	155	" " " " " " " " " " " "	661,500	5	Jan. & July.	pleas	"
" " " " " " " " " " " "	198,500	7	"	1880	155	" " " " " " " " " " " "	348,107	5	"	pleas	"
" " " " " " " " " " " "	610,004	6	"	1872	100	" " " " " " " " " " " "	900,000	5	"	pleas	107
Connecticut-War Fund bonds.....coupon	2,000,000	6	Jan. & July.	71-72	103	" " " " " " " " " " " "	442,961	5	May & Nov.	pleas	107
" " " " " " " " " " " "	"	6	"	81-82	103	" " " " " " " " " " " "	1,188,781	6	Jan. & July.	68-78	112
Florida-State bonds.....coupon	1,000,000	6	"	1882	103	" " " " " " " " " " " "	1,500,000	7	"	1870	112
Georgia-State bonds.....coupon	143,000	7	"	1882	103	" " " " " " " " " " " "	700,000	6	"	"	1870
" " " " " " " " " " " "	72,000	5	Jan. & July.	1872	100	" " " " " " " " " " " "	28,898	6	Jan. & July.	65-67	100
" " " " " " " " " " " "	2,073,750	6	"	63-80	60	" " " " " " " " " " " "	11,650	4 1/2	J. A., J. & O	1864	100
" " " " " " " " " " " "	525,000	6	"	62-72	60	" " " " " " " " " " " "	14,250	5	Feb. & Aug.	1876	"
Illinois-New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101	" " " " " " " " " " " "	421,000	6	J. A., J. & O	1876	"
" " " " " " " " " " " "	1,322,085	6	"	1877	100	" " " " " " " " " " " "	287,700	5	Feb. & Aug.	1865	"
" " " " " " " " " " " "	737,222	6	"	1860	100	" " " " " " " " " " " "	65,000	5	J. A., J. & O	1865	"
" " " " " " " " " " " "	2,187,000	6	"	63-80	106	" " " " " " " " " " " "	320,000	5	Jan. & July.	1867	"
" " " " " " " " " " " "	2,000,000	6	"	1879	98	" " " " " " " " " " " "	100,000	6	"	"	63-74
" " " " " " " " " " " "	1,778,422	6	"	1870	100	" " " " " " " " " " " "	6,925,274	6	"	64-76	117
" " " " " " " " " " " "	1,998,387	6	"	1870	100	" " " " " " " " " " " "	1,200,000	7	"	1864	"
Indiana-State stock.....registered	5,325,500	5	Jan. & July.	1886	86	" " " " " " " " " " " "	9,129,505	6	Various.	Var.	"
" " " " " " " " " " " "	2,058,173	2 1/2	"	1886	86	" " " " " " " " " " " "	1,358,279	6	Jan. & July.	1860	100
" " " " " " " " " " " "	391,000	6	"	1886	86	" " " " " " " " " " " "	1,015,000	6	"	1865	100
" " " " " " " " " " " "	1,371,780	6	"	1886	86	" " " " " " " " " " " "	379,866	6	"	1868	"
" " " " " " " " " " " "	4,079,500	6	May & Nov.	1881	90	" " " " " " " " " " " "	2,183,532	6	"	1870	101
" " " " " " " " " " " "	1,218,737	5	Jan. & July.	86	86	" " " " " " " " " " " "	1,600,000	6	"	1875	102
" " " " " " " " " " " "	1,243,000	5	"	1886	86	" " " " " " " " " " " "	4,095,309	6	"	1881	102 1/2
" " " " " " " " " " " "	479,545	5	"	1886	86	" " " " " " " " " " " "	2,400,000	6	"	1886	101
Iowa-State stocks.....coupon	200,000	7	Jan. & July.	1868	100	" " " " " " " " " " " "	125,680	6	"	1863	108
" " " " " " " " " " " "	800,000	7	"	81-82	100	" " " " " " " " " " " "	1,500	6	"	1866	"
" " " " " " " " " " " "	122,295	10	Annually.	d'm'd.	65	" " " " " " " " " " " "	279,313	6	"	1868	"
Kansas-State bonds (sinking fund).....coupon	146,000	7	Jan. & July.	1876	100	" " " " " " " " " " " "	2,920,403	6	Yearly.	"	"
" " " " " " " " " " " "	54,000	7	May & Nov.	1878	100	" " " " " " " " " " " "	55,372	6	"	"	"
" " " " " " " " " " " "	65,000	6	July.	1883	100	" " " " " " " " " " " "	131,200	6	April & Oct.	due.	"
Kentucky-State bonds.....coupon	4,800,000	5	Jan. & July.	65-75	100	" " " " " " " " " " " "	10,780,095	5	Jan. & July.	due.	98 1/2
" " " " " " " " " " " "	600,000	5	"	81-91	100	" " " " " " " " " " " "	3,886,070	5	Feb. & Aug.	due.	"
" " " " " " " " " " " "	67,500	5	"	93-96	100	" " " " " " " " " " " "	3,690,614	5	Mar. & Sept.	due.	"
" " " " " " " " " " " "	2,000,000	5	"	1891	100	" " " " " " " " " " " "	3,241,898	5	June & Dec.	due.	"
" " " " " " " " " " " "	616,130	5	"	91-96	99	" " " " " " " " " " " "	210,283	5	Feb. & Aug.	due.	107 1/2
" " " " " " " " " " " "	3,902,000	5	"	1871	100	" " " " " " " " " " " "	200,000	4	Jan. & July.	1882	"
" " " " " " " " " " " "	5,398,533	6	"	67-90	65	" " " " " " " " " " " "	1,177,890	5	"	1884	"
" " " " " " " " " " " "	670,000	6	"	67-90	65	" " " " " " " " " " " "	675,029	5	Feb. & Aug.	1884	"
Maine-State bonds.....coupon	1,000,000	6	Mar. & Sept.	63-77	100	" " " " " " " " " " " "	1,045,629	5	June & Dec.	1884	"
" " " " " " " " " " " "	816,000	6	Jan. & July.	81-83	101 1/2	" " " " " " " " " " " "	1,558,673	5	Jan. & July.	1885	"
Maryland-State bonds (st'g).....coupon	200,376	5	"	1865	100	" " " " " " " " " " " "	2,277,755	5	"	1868	"
" " " " " " " " " " " "	5,585,555	5	"	89-90	104 1/2	" " " " " " " " " " " "	1,766,214	5	"	1870	100 1/2
" " " " " " " " " " " "	2,490,569	5	"	89-90	108	" " " " " " " " " " " "	430,000	5	Feb. & Aug.	1877	95
" " " " " " " " " " " "	600,000	3	"	1890	108	" " " " " " " " " " " "	128,000	5	"	1878	"
" " " " " " " " " " " "	767,500	5	"	1888	108	" " " " " " " " " " " "	400,000	5	April & Oct.	1879	100
" " " " " " " " " " " "	399,408	5	"	82-88	108	" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	"
" " " " " " " " " " " "	148,711	5	"	89-90	108	" " " " " " " " " " " "	360,987	5	"	"	"
" " " " " " " " " " " "	133,889	5	"	1885	108	" " " " " " " " " " " "	97,380	5	"	"	"
" " " " " " " " " " " "	3,000,000	6	"	1870	107	" " " " " " " " " " " "	3,000,000	6	Feb. & Aug.	1871	102
" " " " " " " " " " " "	35,000	6	"	1885	108	" " " " " " " " " " " "	2,000,000	6	Mar. & Sept.	1882	100
" " " " " " " " " " " "	608,333	6	"	89-90	114	" " " " " " " " " " " "	484,444	5	"	68-90	"

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1890	56,734	55,128	74,090	63,995	96,211	76,426	81,455	103,636	94,928	107,758	78,751	64,937	938,641
1891	81,581	76,821	78,261	66,358	76,260	63,761	73,474	136,897	141,174	152,487	104,254	80,296	1,098,464
1892	73,199	83,591	110,985	72,196	81,994	90,625	95,066	128,191	182,639	119,409	116,301	111,955	1,235,091
1893	109,856	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,899	158,294	1,673,706
1894	100,991	154,417	196,802	162,722	178,785	206,090	224,256	312,161	320,857	281,419	---	---	---
Chicago and Rock Island:													
1890	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,151,003
1891	83,080	63,976	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060
1892	120,776	90,007	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1893	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,806	210,729	216,000	196,435	201,134	1,959,267
1894	158,735	175,492	243,160	175,838	188,565	205,866	195,103	271,141	331,494	312,049	319,816	303,187	---
Chicago and Northwestern:													
1890	18,569	19,535	22,970	25,881	28,291	28,006	24,328	28,534	51,240	55,831	55,003	42,101	400,459
1891	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	63,554	675,754
1892	48,325	48,651	69,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	66,199	856,688
1893	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,806	104,094	124,787	108,956	90,991	964,877
1894	69,691	81,160	92,483	103,450	107,866	124,283	115,561	106,491	172,072	210,476	153,388	163,522	1,488,191
1894	98,123	111,495	157,962	174,589	188,629	---	---	---	---	---	---	---	---
Cleveland and Toledo:													
1890	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1891	75,170	67,210	86,260	76,032	65,907	55,085	50,586	66,573	84,603	94,406	82,467	82,400	889,499
1892	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	83,401	105,252	965,959
1893	106,263	88,468	108,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,294	164,876	1,167,544
1894	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	160,397	143,836	185,920	1,579,509
1894	154,058	176,105	203,329	158,077	128,000	100,000	113,515	154,245	182,110	188,649	184,614	208,291	---
Erie:													
1890	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,059	536,008	414,764	4,651,049
1891	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	687,242	561,448	412,723	5,385,434
1892	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,943	719,354	734,108	714,211	6,214,182
1893	609,097	601,595	638,006	626,070	587,416	528,542	695,024	615,962	756,421	885,136	602,908	963,859	8,400,234
1894	845,095	839,949	956,445	948,059	848,783	770,148	781,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1894	984,837	914,133	1,004,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,201,006	1,202,569	1,204,908	1,267,414	---
Galena and Chicago:													
1890	60,653	62,698	80,793	93,254	115,505	93,449	80,705	106,541	219,528	252,108	142,658	94,860	1,402,752
1891	97,253	76,859	101,600	108,795	165,707	162,823	145,389	160,359	200,276	221,325	172,700	122,309	1,720,396
1892	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1893	132,517	121,161	129,225	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1894	143,906	169,577	177,251	196,872	220,825	---	---	---	---	---	---	---	---
Hudson River:													
1890	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	170,157	157,443	232,033	1,933,434
1891	212,714	209,422	181,047	134,606	156,281	129,996	140,860	167,220	180,000	198,951	169,549	220,370	2,075,822
1892	223,157	205,343	187,590	139,751	150,808	122,683	114,804	135,299	146,424	175,261	197,762	246,283	2,023,537
1893	307,330	281,569	308,963	202,346	242,442	161,427	159,769	193,442	212,118	239,911	270,083	408,571	2,922,970
1894	458,563	425,047	368,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1894	501,231	472,240	356,628	278,540	281,759	253,049	273,726	306,595	361,000	340,900	---	---	---
Illinois Central:													
1890	182,935	134,311	154,090	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,065
1891	185,026	185,026	206,904	183,758	219,990	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,948
1892	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1893	236,637	236,637	181,094	191,648	206,246	269,282	261,079	352,786	414,543	410,536	372,593	359,463	3,445,827
1894	299,944	271,085	275,643	280,224	334,687	407,992	343,929	511,305	475,576	496,433	437,679	424,531	4,571,025
1894	318,200	406,595	445,320	421,457	414,731	497,223	404,197	586,434	767,393	684,299	617,711	---	---
Marietta and Cincinnati:													
1890	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,637	46,452	81,329	55,257	49,544	512,216
1891	38,203	63,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1892	56,540	77,874	90,755	73,215	83,964	75,055	89,533	94,376	96,982	90,576	97,047	---	---
Milwaukee and Prairie du Chien:													
1890	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,896	799,841
1891	64,246	44,027	45,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,158,497
1892	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,103	109,661	154,369	122,272	61,835	1,103,734
1893	67,180	76,132	44,925	66,967	111,290	106,967	71,587	69,352	166,417	205,054	138,342	90,000	1,224,343
1894	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	168,213	178,626	167,099	---	---
Michigan Southern & Northern Indiana:													
1890	104,345	106,828	145,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1891	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	235,851	273,722	203,492	134,972	2,068,896
1892	140,925	116,938	153,170	160,961	170,362	161,391	126,558	176,773	231,690	276,181	231,265	189,077	2,189,077
1893	163,152	153,728	157,500	193,120	200,826	181,983	180,915	228,819	276,109	325,818	305,284	279,539	2,647,833
1894	248,784	230,508	257,227	268,613	264,985	241,236	189,145	238,012	308,106	375,567	332,260	348,408	3,302,541
1894	266,600	304,445	333,058	327,208	264,818	311,717	279,129	355,204	398,330	404,563	444,523	398,091	---
Michigan Central:													
1890	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,671	132,949	1,756,416
1891	107,749	165,741	158,511	128,085	128,393	128,393	128,393	198,540	261,423	300,474	196,182	129,022	2,025,142
1892	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,844	307,333	242,089	200,134	2,124,314
1893	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1894	242,073	245,868	239,432	238,495	296,621	206,221	193,328	215,449	308,188	375,488	339,794	306,186	3,168,065
1894	252,435	278,848	248,802	238,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	---
New York Central:													
1890	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,390	6,303,703
1891	387,128	402,530	661,075	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	623,047	7,154,627
1892	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927				

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (1) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1867		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	104
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	3,600,000	7	"	"	1885	94
2d Mortgage	225,706	8	"	"	1864		Bonds issued for coupons of do.	758,000	7	May & Nov.	"	1883	91
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	95
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	134,000	7	Feb. & Aug.	"	1885	99
Atlantic and Gt. Western (N.Y.):							Green Bay Extension Bonds	300,000	7	"	"	1885	98
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
2d Mortgage	603,500	7	"	"	1881		Cincinnati, Hamilton and Dayton:						
Atlantic and Gt. Western (Pa.):							1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877		2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
2d Mortgage	956,000	7	"	"	1882		Cincinnati, and Zanesville:						
Eastern Coal Fields Branch	400,000	7	"	"	1882		1st Mortgage	1,300,000	7	May & Nov.	New York.	1883	
Atlantic and Great Western (O.):													
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	85							
2d Mortgage	1,000,000	7	Jan. & July.	"	1883	98							
Atlantic and St. Lawrence:													
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
City of Portland Loan (Comp.)	1,000,000	6	Various	N. Y., P. & Bos.	'68-'70		2d Mortgage	244,200	7	March & Sept.	"	1864	110
Baltimore and Ohio:							3d Mortgage	658,200	8	"	"	1876	
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Clev., Painesville and Ashtabula:						
Mortgage Coupon	2,500,000	6	April & Oct.	Baltimore.	1885	107	2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
"	1850.	6	Jan. & July.	"	1880	108	Special (Sunbury and Erie)	500,000	7	"	"	1878	121
"	1855.	6	Jan. & July.	"	1875	105	Dividend Mortgage	900,000	7	"	"	1880	
"	1860.	6	Ja. Ap. Ju. Oc.	"	1867	101	Cleveland and Pittsburg:						
"	1865.	6	Jan. & July.	"	1860	1114	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1860		2d Mort. (M. L.) or 1st Extension	1,180,000	7	March & Sept.	"	1873	100
Bellefontaine and Indiana:							3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1876	98
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	1014	4th Mort. (M. L.) or 3d Extension	1,059,028	6	"	"	1886	80
2d Mortgage	130,000	7	"	"	1870		River Line bonds	20,000	7	"	"	1887	
Belvidere Delaware:							Clev., Columbus and Cin.						
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	96	Cleveland and Toledo:						
3d Mortgage (do.)	689,500	6	Feb. & Aug.	"	1877		Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	1014
Boston Concord and Montreal:							Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	"	1872	1014
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	1024	Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	"	1863	75
2d Mortgage	300,000	7	"	New York.	1865	1004	C. and T. Income Mortgage	250	7	March & Sept.	"	1863	75
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	100	C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864	
2d Mortgage Coupons	250,000	6	"	New York.	1870	105	C. and T. Income (convertible)	167,000	7	"	"	1865	
Sinking Fund	200,000	6	"	Boston.	1889	100	C. and T. Dividend (convert.)	123,500	7	April & Oct.	New York.	1870	70
Boston and Lowell:							C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	105	C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	"	1885	105
Buffalo, New York and Erie:							Columbus and Xenia:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	105	Dividend (due 1860, '61, '62, '66)	208,000		June & Dec.	New York.	var.	
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	108	Connecticut River:						
Buffalo and State Line:							Mortgage	250,000	6	March & Sept.	Boston.	1878	1034
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	Connecticut and Passump. Rivers:						
Income \$ in '99, \$ in '72	200,000	7	Jan. & July.	"	var.		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	95
Unsecured	200,000	7	"	"	1864		Cumberland Valley:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Burlington and Missouri:							2d Mortgage	109,500	8	"	"	1904	
1st Mort. on 1st Division	500,000		Feb. & Aug.	New York.			Dayton and Michigan:						
Cairo and Fulton (Mo.):							1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
State (Mo.) Loan	650,000	6			'78-'79		2d Mortgage	2,605,000	8	"	"	1881	103
Camden and Amboy:							Dayton and Western:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Converted Sterling Loan	798,200	6	"	"	1863		2d Mortgage	250,000	7	June & Dec.	"	1882	40
American Loan	762,000	6	"	New York.	1864	106	Delaware:						
Loan for \$500,000	500,000	6	"	"	1867	1084	1st Mortgage guar. by P. W. &						
"	800,000	6	"	"	1870	106	Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
"	875,000	6	"	"	1875	99	Guaranteed	100,000	6	"	"	1875	105
"	\$1,700,000	6	"	"	1883	101	State Loan	170,000	6	"	"	1876	
"	\$2,500,000	6	"	"	1889	100	Delaware, Lackawanna and Wm:						
Consolid. Mort. Loan \$5,000,000	867,000	6	"	"		107	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
Camden and Atlantic:							1st Mortgage (E. Extension)	1,499,000	7	"	"	1875	112
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,516,500	7	March & Sept.	"	1881	114
Catawissa:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Cayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	300,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1863	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	8	"	"	1863	
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	105	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	114	1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Central Ohio:							Dubuque Western:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	106	1st Mortgage	344,000	1				
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	944	Eastern (Mass.):						
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103
3d Mortgage (S. F.)	950,000	7	"	"	1885	86	2d Mortgage (convertible)	590,000	6	Jan. & July.	London.	1872	98
4th Mortgage (S. F.)	1,365,800	7	"	"	1876	50	3d Mortgage (convertible)	672,000	6	Feb. & Aug.	Boston.	1874	105
Charleston and Savannah:							1st M. (State) \$75,000 a yr after '64	500,000	6	Ja. Ap. Ju. Oc.	"	'65-'71	
1st Mortgage (endorsed)	510,000	6					East Tennessee and Georgia:						
2d Mortgage	1,000,000	7					State, 1st Mortgage	970,000					
Cheshire:							Endorsed by State of Tennessee	150,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99	Mortgage (ordinary)	790,688					
Chicago, Burlington & Quincy:							East Tennessee and Virginia:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	114	State, 1st Lien	1,602,000					
" " " " " " " "	3163,000	8	"	"	1883		Endorsed by State of Tennessee	200,000					
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	Frankfort O. M.	1890		1st Mortgage (after State)	100,000					
2d Mortgage, inconvertible	940,500	44	July	"	1890		Redeemable in Stock	66,950					
Chicago and Aurora 1st Mort.	190,000	7	Jan. & July.	New York.	1867		Easton and Hamilton:						
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	"	1863		1st Mortgage	757,734	1			var.	
" " " " " " " "	65,000	8	March & Sept.	"	1876		Erie and North-East:						
Chicago and Alton:							Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	'61-'70	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	1064	Florida:						
1st Mortgage pref. S. F.	535,000	7	April & Oct.	"	1877	100	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	90	Free Land, 2d Mortgage	1,500,000	8			1891	
Chicago and Milwaukee:							Florida and Alabama:						
1st General Mort.		7	Jan. & July.	New York.	1893		Internal Improvement (State)					1891	
1st " " " (O. & M.) conv.		7	May & Nov.	"	1874		Free Land, 2d Mortgage					1891	
1st " " " (M. & O.)		8	Jan. & July.	"	18		Florida, Atlantic and Gulf Centr.					1891	
3d " " " " "		8	"	"	18		Internal Improvement (State)	200,000	7			1891	
Chicago and Great Eastern:							Free Land, 2d Mortgage	200,000	8			1891	
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894								

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,981,900	7	Feb. & Aug.	New York.	1882	114	State [Tenn.] Loan	1,340,000	6				
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	106	Michigan Central:						
Elgin and State Line	199,000		Jan. & July.	" "	1879		1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
Great Western, Ill.:							1st Mortgage 8 7/8 (convertible)	500,000	8	March & Sept.	" "	1869	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106	1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	115
" Eastern	1,350,000	7	Feb. & Aug.	" "	1865	102 1/2	1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	" "	1882	119
Hannibal and St. Joseph:							1st Mortgage (S. F.) convertible	4,328,000	8	" "	" "	1882	119 1/2
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	73-87	85	Mich. Southern and N'n Indiana:						
Land Security	3,344,600	7	April & Oct.	" "	1881	90	Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1880	100
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100	Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Harrisburg and Lancaster:							Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Hartford and New Haven:							Jackson Branch	77,000	7	" "	" "	1865	88
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Goshen Air Line	693,000	7	" "	" "	1868	100
Housatonic:							Detroit and Toledo	734,000	7	" "	" "	1876	100
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	103 1/2
Houston and Texas Central:							2d General Mortgage	2,194,500	7	" "	" "	1877	98
State (1st Lien) Loan	210,000						* Milwaukee and Beloit:						
Mortgage	125,000	7			1866		1st Mortgage	630,000	8				
Hudson River:							* Milwaukee and Horicon:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	109	1st Mortgage	420,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	105 1/2	2d Mortgage	600,000	8				
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	103	Milwaukee and Prairie du Chien:						
Convertible	1,002,000	7		" "	1867	100	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	105
Illinois Central:							Minnesota and Pacific:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.		1892	
Construction	11,432,500	7	April & Oct.	London.	1875		Mississippi Central:						
Construction	2,896,500	6		New York.	1875	116	1st Mortgage	1,007,263	7				
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865		Mississippi Central and Tenn.:						
Indiana Central:							State (Tenn.) Loan	529,000	6				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi and Missouri:						
2d Mortgage	364,000	10			118		1st Mortgage (convertible)	1,000,000	7		New York.		
Income	20,500						2d Mortgage (S. F.)	400,000	8		" "		
Indianapolis and Cincinnati:							Oakalosa Division	590,000	7	Jan. & July.	" "	1875	18 1/2
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Land Grant	2,740,000	7		" "		55
2d Mortgage	400,000	7	" "	" "	1862	100	2d Land Grant	650,000			" "		
Real Estate Mortgage	200,000	7			1863	68	Income bonds	511,000					
Ind. Pittsburg and Cleveland:							Mississippi and Tennessee:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	98,000	6			1886	
2d Mortgage	347,000	7	" "	" "			Mississippi State Loan	202,799	6				
Indianapolis and Madison:							1st Mortgage	171,000	7			1876	
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Mobile and Ohio:						
Jeffersonville:							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Tennessee State Loan	674,800	6				
2d Mortgage	392,000	7	April & Oct.	" "	1873	70	Alabama State Loan	389,410	6				
* Kennebec and Portland:							Income	1,508,070	8	Jan. & July.	New York.	61-67	
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Sterling	878,635	6			1883	
2d Mortgage	230,000	6	" "	Augusta.	1861		Mississippi State Loan	900,970	6				
2d Mortgage	250,000	6	" "	" "	1862		Montgomery and West Point:						
* Kentucky Centr. (Cov. and Lex.)							Alabama State Loan	122,622					
1st Mortgage	160,000	6					Mortgage (due 1860, '63 and '65)	350,000	6			var.	
1st Mortgage	260,000	7					Mortgage	480,000	8			1866	
2d Mortgage (convertible)	1,000,000	7					Muskegon:						
2d Mortgage	600,000	7					1st Mortgage	249,000	7				
Guaranteed by Covington	200,000	6					Nashville and Chattanooga:						
Cincinnati (exchanged)	100,000	6					Mortgage (State endorsed)	1,500,000					
Keokuk, Ft. D. Moines and Minn.:							Chat. and Clev. Subso. (endors.)	231,000					
City of Keokuk, 20 years	400,000	8					* New Albany and Salem:						
City of Keokuk, (special tax)	150,000	10 1/2					Crawfordsville	175,000	7				
Keokuk, Mt. Pleasant and Muscat.							1st Mortgage	500,000	10				
Lee County	150,000	8					1st Mortgage	2,255,000	6				
City of Keokuk	200,000	8					N. Hav., N. Lond. and Ston'gton:						
La Crosse, Viroqua & Mineral Pt.:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		2d Mortgage	200,000	6	Jan. & July.	" "	1868	96
Lehigh Valley:							Extension	116,000	6	May & Nov.	" "	1878	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	100 1/2	New Haven and Northampton:						
La Crosse and Milwaukee:							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (Eastern Div.)	900,000	7	May & Nov.	Milwaukee.			1st Mortgage (H & Hamp.)	103,000	6				
2d Mortgage (Eastern Div.)	1,000,000	7					New Jersey:						
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			Company's (various)	642,500		Semi-annually	New York.	var.	102 1/2
2d Land Grant (Western Div.)	353,600	7	" "	" "			New London Northern:						
2d Mortgage (whole road)	1,700,000	7					1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Unsecured Bonds	1,785,000	7					N. Orl's, Jackson and Gt. North.						
Lexington and Frankfort:							State (Miss.) Loan	255,000	5			63-74	
Mortgage, due 1864, '69 and '74	100,000	6		Lexington.	64-74		1st Mortgage Coupon	2,065,000	8	Jan. & July.	New York.	1886	
Little Miami:							N. Orl's, Opelousa and Gt. West.						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103	Louisiana State Loan	641,000	5				
Long Island:							New Orleans City Subscription	1,500,000	5				
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		1st Mortgage (S. F.)	566,000	8			1889	
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100	New York Central:						
Extension Bonds	175,000	7	May & Nov.	" "	1890	110	Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	104
Long Dock Co.:							D'bits of former Co's outstanding	224,920					
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110	Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	116
Mortgages on Land	473,509	7		" "			Exchanged S't's (S. F.) P'ds	663,000	6	May & Nov.	" "	1883	100
Louisville and Frankfort:							" " " " " B. & N. F.	78,000	6	" "	" "	1883	
Louisville Loan	100,000		Jan. & July.	New York.	1881		Real Estate (S. F.) Bonds	168,000	6	" "	" "	1883	110
1st Mortgage	201,000		" "	" "	63-78		Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	
Louisville and Nashville:							" "	46,550	7	Feb. & Aug.	" "	1883	101
State (Tenn.) 1st Lien	560,500	6	Jan. & July.	New York.	78-92		Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	118
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	" "	1887	103 1/2
Lebanon Branch 1st Mortgage	41,000	7			var.		New York and Erie:						
Memphis Branch 1st Mortgage	300,000	7			var.		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
McMinnville and Manchester:							2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
State (Tenn.)	372,000	6					3d Mortgage	6,000,000	7	" "	" "	1883	113
Mortgage	24,000	6					4th Mortgage	5,120,000	7	April & Oct.	" "	1880	104 1/2
Mortgage	10,000	6					5th Mortgage	1,739,500	7	June & Dec.	" "	1888	102
Marietta and Cincinnati:							Buffalo Branch	200,000	7	Jan. & July.	" "	1891	104
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	98	New York and Harlem:						
1st Mortgage sterling	1,000,000	7	" "	" "	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	106 1/2
Memphis and Charleston:							2d Mortgage	1,000,000	7	Feb. & Aug.	" "	1864	100
State (Tenn.) Loan	1,100,000	6					3d Mortgage	890,000	7	Jan. & July.	" "	1867	97 1/2
1st Mortgage	1,800,000	7					New York and New Haven:						
Memphis, Clarksv. and Louisv.:							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107 1/2
State (Tenn.) Loan	910,000	6					Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1876	

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York	1875	36
North Carolina:							1st Mortgage (West'n Division)	757,000	8		"	1862	
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000					
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Md. State Loan (Irredeemable)	1,500,000	6		"	1870	102	Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Sterling (£87,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1877	102½	Richmond and Petersburg:						
Y. and O. guar. by Balt. 3d Mort.	500,000	6		"	1876		Coupon	159,000				1875	
N. O. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1885	95	Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6		"	1885	95	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	64
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	
1st Mortgage	1,500,000	7	April & Oct.	New York	1861	24½	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7½	"	"	1861		Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July	New York	1875	
State Loan (30 years)	4,350,000	6	Jan. & July	New York	72-87	98	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	97	1st Mortgage	812,000	7	Feb. & Aug.		1890	
Chattel Mortgage	380,000	10	"	"	1887	110	2d Mortgage	185,000	7	"		1896	
Northern (N. H.):							3d Mortgage	318,500	7	"		1875	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston	64-74	100½	Six per cents	113,225	6	"		1878	
Norwich and Worcester:							Sand'sky, Mansfield and N'wark:						
Mass. State Loan	400,000	6	Jan. & July	Boston	1877		1st Mortgage	1,290,000	7	Jan. & July	New York	1886	30
Bonds for Dividend Scrip	100,000	7	"	New York	64-74		Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage	250,000	7½	April & Oct.	New York	1858	
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7½	March & Sept.	"	1866	
1st Mortgage	2,050,000	7	Jan. & July	New York	1872	69	Seaboard and Roanoke:						
2d Mortgage	268,000	7	April & Oct.	"	1880		1st Mortgage	300,000	7	"		1880	
Construction	4,242,000	7	March & Sept.	"	1876	17	3d Mortgage	76,900	7	"		1870	
Income	3,220,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5	"		1868	
1st Mortgage	400,000	6	May & Nov.	New York	1866		Sterling	183,333	6	"		1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	"	1875		Sterling	2,000,000	5	"	London	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July	New York	71-87	70	South-Western (Ga.):						
State Loan (S. W. Branch)	1,268,000	6	"	"	87-99		1st Mortgage	631,000				1876	
Construction	3,235,000	7	"	"		55	*Springfield, Mt. Vern. and Pittsb.:						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London	1865	100	2d Mortgage	460,000					
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		*Steubenv. and Ind. (P. C. and C.):						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870	
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	111½	2d Mortgage	900,000	7	"	"	1866	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	106½	St. Louis and Iron Mountain:						
3d Mortgage	2,283,840	6	"	London	1875		State (Mo.) Aid	3,501,000	6	"	New York		90
State Works Bonds	6,900,000	5	Jan. & July	Harrisburg	1894	105	St. Louis City Subscription	500,000					
Penobscot and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mort. (Coupon)	780,000	6	April & Oct.	Boston	74-76		Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor	1871		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia	1877	111
3d Mortgage (Coupon)	166,600	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	5	Jan. & July	"	76-78	
Peoria and Oquawka:							Syracuse, Birmingham and N. Y.:						
1st Mort. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	
1st Mort. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873		St. Louis, Alton & Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July	New York	1894	96½
State (Va.) Loan (S. F.)	800,000	7					" " (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage (1859-70-75)	385,000	6				var.	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
3d Mortgage (1862-70-72)	378,000	6				var.	" " (series D)	1,400,000	7	May & Nov.	"	1894	
Special Mortgage (1865-68)	175,000	6				var.	" " Income (series E)	1,700,000	7	"	"	1894	73
Last Mortgage (1861 to 1869)	133,500	8				var.	Tennessee and Alabama:						
Phila., Germantown and Norristown:							State (Tenn.) Loan	814,000					
Consolidated Loan	119,900	6	Jan. & July	Philadelphia	1865	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1865	119	1st Mortgage (convertible)	94,000	7	March & Sept.	New York	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1836 (nonconvertible)	408,000	5	Jan. & July	Philadelphia	1867		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1865	100
" 1836	182,400	5	"	"	1860	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1849	2,950,000	6	April & Oct.	"	1870	101	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80
" 1861	110,000	6	Jan. & July	"	1871	109	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	4
" 1843	1,531,800	6	"	"	1880	100	Interest Bonds	151,830	7	"		83	
" 1844	810,000	6	"	"	1880	104	Vermont Central:						
" 1845	101,000	6	"	"	1880	104	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	75
" 1849	67,000	6	"	"	1880	104	2d Mortgage Coupon	1,135,000	7	Jan. & July	"	1867	25
" 1867, (convertible)	2,480,500	6	"	"	1880	135½	Virginia Central:						
" 1866	1,442,000	7	"	"	1886	133	Mort. guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880	83
Phila., Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	"	Richm'd	1872	
Mortgage Loan	1,223,000	6	Jan. & July	Philadelphia	1884	141½	Mortgage (coupons)	926,000	6	"	New York	1884	
Improvement	14,500	6	May & Nov.	Boston	1863		Virginia and Tennessee:						
Pittsburg and Connellsville:							State (Va.) Loan	1,000,000	6	Jan. & July	Richmond	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889		1st Mortgage	500,000	6	"	New York	1872	80
Pittsb'g, Ft. Wayne and Chicago:							2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
1st Mortgage (series A)	875,000	7	Jan. & July	New York	1912	108	Balt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg	var.	
" " (series B)	875,000	7	Feb. & Aug.	"	1912		Warren (N. J.):						
" " (series C)	875,000	7	Mar. & Sept.	"	1912		1st Mortgage	568,500	7	Feb. & Aug.	New York	1875	
" " (series D)	875,000	7	April & Oct.	"	1912		Warwick Valley, N. Y.:						
" " (series E)	875,000	7	May & Nov.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York	1880	87½
" " (series F)	875,000	7	Jun. & Dec.	"	1912		2d Mortgage	25,000	7	Jan. & July	Chester	1871	70
2d " (series G)	860,000	7	Jan. & July	"	1912	101½	Watertown and Rome:						
" " (series H)	860,000	7	Feb. & Aug.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York	1880	107½
" " (series I)	860,000	7	Mar. & Sept.	"	1912		Western (Mass.):						
" " (series J)	860,000	7	April & Oct.	"	1912		Sterling (£899,900)	4,319,520	5	April & Oct.	London	68-71	
" " (series K)	860,000	7	May & Nov.	"	1912		Dollar Bonds	860,000	6	"	Boston	66-76	108½
" " (series L)	860,000	7	June & Dec.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July	"	66-76	108½
3d " (series M)	2,000,000	7	April	"	1912	90	Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Bridge Bonds	188,000	7	May & Nov.	Philadelphia	1876		Elmira and Williamsport:						
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago	1865		1st Mortgage	1,000,000	7	Jan. & July	Philadelphia	1880	107
Mittsburg and Steubenville:							Wilmington and Manchester:						
Mortgage	800,000	7	Feb. & Aug.	New York	1865		1st Mortgage	598,000	7	May & Nov.	New York	1866	60½
Potomac and Watertown:							2d Mortgage	200,000	7	"	"	1872	
1st Mortgage	1,000,000	7	June & Dec.	New York	64-74		Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York	64-74		Mortgage, payable in England	443,555	6	Jan. & July	London	1863	
1st Mortgage	1,000,000	7	June & Dec.	New York	64-74		Sterling, issued in 1858	144,500	6	"	"	1868	
							Company's endorsed by State	150,000	6	"	"	1875	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.			Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco. motives with trains.	Earnings.		Dividends.	Price of	
					Engines.	Passenger.		Freight, etc.	Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.				
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	P. c.			
ALABAMA.																							
30 Jun. '60	65.0			50.6			Alabama and Florida	1,451,336	*			877,963	508,500	105,256	1,515,704	54.0			101,102	37,806			
28 Feb. '59	30.3			58.1	2	2	Alabama and Mississippi	461,505	80,991			335,010	109,500	21,637	518,955	30.3			55,791	31,852			
31 May '60	109.6			57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906			1,067,006	777,777	240,485	2,476,023	109.6			207,626	111,232			
30 Jun. '59	57.0			171.3			Mobile and Girard	1,500,000								57.0		236,791	76,773	21,006			
1 May, '61	469.3	13.5		49.4	40	28	Mobile and Ohio	12,000,000										1,402,855	695,370				
30 Feb. '60	88.5	28.4			23	14	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9			505,156	260,269	6			
ARKANSAS.																							
30 Nov. '58	38.5			107.5			Memphis and Little Rock	553,877	*			351,524	446,000	10,725	811,949								
CALIFORNIA.																							
30 Dec. '60	22.5						Sacramento Valley	1,493,850	*			793,850	700,000		1,493,850	22.5			230,251	104,594			
CONNECTICUT.																							
31 July '63	23.8		1.9		4	7	Danbury and Norwalk	317,940	66,483			307,000	100,000		422,290	23.8		46,938	65,909	36,666	5		
31 Jan. '64	122.4		15.5		78.1	29	Hartford, Provid. and Fishkill	3,902,356	302,511			2,037,940	1,936,740	213,876	4,204,566	122.4		281,451	408,510	154,337			
31 Aug. '64	61.6	11.2			22	37	Hartford and New Haven	3,260,808	254,000	137,036			927,000		4,280,709	72.8		458,245	1,232,307	855,219	17	217	
31 Dec. '63	74.0		68.2		10	17	Housatonic	2,439,775	*			2,000,000	191,000	64,859	2,439,775	124.0		183,357	329,539	92,439		98	
31 Dec. '63	57.0		1.3		7	15	Naugatuck	1,400,193	*			1,081,809	305,050	26,084	1,460,193	62.0		129,574	265,387	13,968	8		
30 Feb. '64	62.0		2.6		8	17	N. Haven, N. London and Ston.	1,454,040				738,538	750,000	156,429	1,644,967	62.0		172,124	212,553				
30 Nov. '63	84.8	5.5	9.3		3	3	New Haven and Northampton	2,305,204	28,748			1,010,000	650,000		2,368,942			155,916	195,055	61,236	7	90	
31 Dec. '63	66.0		6.9		8	12	New London Northern	687,152				602,106			687,152	66.0		570,410	1,424,772	730,462	12	120	
31 Mar. '64	61.3	1.0	63.8		29	76	New York and New Haven	4,721,932	764,877	214,100	3,572,800	2,000,000		6,612,387	117.4		307,841	432,559	180,839	6	108		
30 Nov. '63	59.4	7.0	8.3		16	17	Norwich and Worcester	2,463,985	149,711		2,122,800	764,300		3,074,971	66.4								
DELAWARE.																							
31 Oct. '60	84.3		10.7				Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3			136,631	188,970	41,466			
31 Oct. '62	16.2						Newcastle and Frenchtown	704,860		18,536	744,520		5,024	749,544				27,283	10,290	9			
FLORIDA.																							
30 Apr. '60	32.0		3.0	13.0	3	1	Florida and Alabama	532,791	30,586			191,485	195,000	75,894	619,112				7,857	3,585			
30 Apr. '62	69.9		6.0				Flo., Atlantic and Gulf Central																
30 Apr. '62	100.0	3.9	10.0	153.6			Pensacola and Georgia																
GEORGIA.																							
30 Jun. '60	86.7		8.7	70.9		16	7	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7			418,036	265,827	8	125	
30 Dec. '60	53.0							Atlanta and Gulf—M. Trunk	1,032,300	*		733,700	129,500			30.0			168,988	95,612			
30 Apr. '60	43.5		23.7					Augusta and Savannah	765,000	*		151,887				53.0							
30 Nov. '60	191.0							Brunswick and Florida	4,366,800	*		4,366,800			6,590,173	229.0		879,468	1,715,025	764,574	10		
31 Mar. '60	171.0	61.0			53	62	697	Central of Georgia (and Bank)	1,500,000	1,003,650	1,500,000	312,500		8,123,343	232.0		1,159,168	528,043	8	100			
30 Nov. '60	102.5				19	16	171	Georgia (and Bank)	1,500,000			1,500,000		12,295	1,658,976	102.5		226,241	404,618	212,676	19	72	
1 July '59	50.0				7	2	107	Macon and Western	774,244	162,534	669,950	249,000		1,026,868	50.0			202,714	110,516	8			
31 May '58	63.1				4	3	83	Savannah, Albany and Gulf	1,356,534	52,374	1,275,901	10,300	180,621	1,473,140	71.6								
31 July '60	106.1	100.8	16.2		18	22	201	South Western	3,770,425	*	2,921,900	396,500	19,913	3,822,913	228.8				338,853	13			
30 Sep. '59	138.0				52	24	706	Western and Atlantic	6,901,497	*					138.0			832,343	454,541				
ILLINOIS.																							
31 Dec. '63	220.0				52	32	846	Chicago and Alton	8,280,639	*	4,205,939	4,085,000		9,392,415	251.0		1,002,440	1,678,706	701,866	24	92		
30 Apr. '64	240.0	99.0	47.0		98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	6,571,140	6,128,031		14,837,839	394.0		1,956,519	3,090,211	1,350,499	8	118		
1 Apr. '63	242.0				20.0	23	706	Chicago and North Western	12,325,889	510,983	3,731,316	3,335,000	228,641	13,147,136	242.0		1,038,054	448,508	35				
31 Mar. '64	181.8				61	69	1,195	Chicago and Rock Island	7,429,633		6,000,000	1,402,748		8,380,576	228.8		1,162,880	2,148,875	1,103,414	6	93		
31 Dec. '63	121.0	138.7	50.0		74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	6,028,400	3,505,000		10,952,116	341.7		1,484,066	2,201,481	1,279,404	6			
31 May '63	174.5	5.5	14.3		21	22	504	Great Western	4,039,561	*	1,648,561	2,350,000		4,214,342	180.0			742,097	377,476	6	55		
31 Dec. '63	148.0	252.5			116	101	2,975	Illinois Central	28,610,229		19,015,970	17,320,000		36,335,970	708.3		3,010,697	4,571,028	2,118,847	6	121		
31 Dec. '63	195.0	14	12.2		31	30	424	Ohio and Mississippi	10,600,000	*	1,780,295	3,292,403			148.0								
								St. Louis, Alton & Terre Haute	4,870,588		3,900,000	6,700,000		10,600,000	209.0		18 mo.	2,202,415	704,650		40		
INDIANA.																							
31 Aug. '57	109.0							Cincinnati and Chicago	2,080,433	*	1,106,679	1,006,125		92,663	108.0								
31 Dec. '62	72.4				19	17	266	Evansville and Crawfordville	2,233,413	2,750	988,061	1,219,100	51,772	2,283,748	109.0			249,867	119,342				
1 Dec. '58	89.8	20.2			23	19	313	Indiana Central	1,967,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0			442,893	158,541		72	
1 Dec. '63	84.0							Indianapolis and Cincinnati	2,497,962	540,045	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0		448,858	230,834	9	100		
1 Dec. '62	84.0							Ind., Pittsburg and Cleveland	1,343,568		10,000	1,299,571	998,000	11,036	2,491,368	84.0		355,887	598,092	350,525			
1 Dec. '62	78.0		11.0		15	14	201	Jeffersonville	1,549,518		1,015,907	621,000		2,175,223	108.0		312,859	527,863	268,156				
31 Mar. '64	86.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,464,347		819,900	640,000		1,538,763	132.0			315,172	117,941	6	100		
30 Nov. '63	78.0							Louisv., N. Albany & Chicago	5,000,000	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0			645,827	371,407				
30 Nov. '63	78.0				21	17	415	Terre Haute and Richmond	1,611,450	285,679	1,517,450	94,000		2,326,955	73.0		367,302	774,618	307,527	13	166		
IOWA.																							
1 Jan. '58	75.5				201.5			Burlington and Missouri	1,514,257	*		762,733	665,000		92,663	154,768	5						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
					Engines.	Freight, etc.			Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.								
						No.	No.								No.							
30 Nov. '62	56.0				6	4	74	MAINE.	1,050,000			151,833	444,638	205,584	757,381	36.5	76,344	79,751	43,461			
30 Jun. '62	149.0		25.0		41	17	349	Androscoggin	6,785,205	867,734		2,494,900	3,068,491		7,983,476	149.0	oper. by	Gd. Tk.		45		
30 Sep. '61	93.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264			1,287,779			2,990,998	109.5	139,953	172,113	91,487			
31 May, '63	93.7	9.5			13	23	231	Maine Central	4,211,878		21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	322,032	174,028			
31 May, '64	51.3				10	4	109	Portland, Saco and Portsmouth	1,500,000		100,000	1,500,000			1,649,414	51.3	154,991	350,853	188,121	6	104	
31 May, '69	37.0							Somerset and Kennebec	783,763			169,200	556,600			37.0	56,403	25,404				
30 Sep. '60	279.6	7.2			236	124	3,272	MARYLAND.	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8	3,922,203	2,306,788		6	112	
30 Sep. '60	30.0				7	33	167	Washington Branch	1,650,000			1,650,000			1,824,806	39.0	187,427	462,890	290,840	9	127	
31 Dec. '63	138.0	4.0	16.4		53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000		10,346,232	261.0	1,012,096	2,307,448	620,581	53	53	
30 Nov. '63	26.7	1.8	43.6		22	40	616	MASSACHUSETTS.	2,245,248	183,345		1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	108	
30 Nov. '63	74.3	8.8	61.1		39	74	635	Boston and Lowell	4,880,349	446,557	496,903	4,076,974			4,076,974	119.3	649,882	1,018,326	482,556	8	125	
30 Nov. '63	47.0	7.0	32.5		25	41	238	Boston and Providence	2,952,600	207,400		3,160,000	87,720		3,247,720	61.8	428,301	853,727	397,729	8	144	
30 Nov. '63	44.6	24.0	60.1		30	63	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000			4,500,000	83.6	573,514	1,202,654	488,557	9	140	
30 Nov. '63	46.0	1.1	2.7		7	15	102	Cape Cod Branch (par 60)	907,760	123,865		681,666	121,000		1,087,722	47.1	77,036	130,058	69,191	67	7	
30 Nov. '63	50.0	2.4	9.5		12	19	164	Connecticut River	1,614,875	187,568		1,691,100	250,000		1,943,286	52.4	169,351	344,194	168,008	6	111	
30 Nov. '63	44.2	30.5	27.5		29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,566	390,594	6	104	
30 Nov. '63	50.9	42.5	74.8		25	37	457	Fitchburg	3,189,851	550,149		3,540,000			3,574,507	93.4	389,738	732,262	328,043	8	119	
30 Nov. '63	12.4		2.3		2	4	26	Lowell and Lawrence	332,885	30,275		200,000	75,000	3,961	367,490		21,790	21,790		—	—	
30 Nov. '63	14.5	17.2			10	17	304	Nashua and Lowell	558,919	96,684		600,000			704,336	71.0	167,154	223,794	59,077	8	128	
30 Nov. '63	20.1	1.5	1.2		5	16	69	New Bedford and Taunton	480,160	52,515	14,000	600,000	285,000		785,500	36.7	41,995	164,207	54,797	6	102	
30 Nov. '63	33.0		0.7		4	6	19	N. York and Boston Air Line	1,079,387	49,222		357,155	662,900	206,502	1,245,565	33.0	67,833	53,233		—	—	
30 Nov. '63	79.5	7.8	26.5		26	64	505	Old Colony and Fall River	3,179,661	254,503		3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	119	
30 Nov. '63	43.4	1.0	14.9		13	16	268	Providence and Worcester	1,406,228	213,182		1,650,000	26,000		1,676,000	44.4	226,461	384,512	169,145	8	140	
30 Nov. '63	16.9		1.7		3	4	197	Salem and Lowell	381,470	82,543		243,505	226,900	1,386	471,592		17,520	17,520		—	—	
30 Nov. '63	11.1	0.6	1.2		3	11	72	Taunton Branch	273,429	39,727		250,000			298,962	11.7	51,675	165,405	35,698	8	116	
30 Nov. '63	6.1			36.5				Troy and Greenfield	1,903,250			923,942	979,308		1,903,250					—	—	
30 Nov. '63	69.3	8.0	5.5		10	13	179	Vermont and Massachusetts	3,309,557	207,343		2,214,225	925,760		3,821,695	77.3	112,506	271,815	140,136	40	40	
30 Nov. '63	164.1	17.3	126.6		73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712		5,150,000	6,267,520		17,465,004	218.0	1,275,929	2,439,838	1,232,831	10	150	
30 Nov. '63	44.7		9.8		10	12	145	Worcester & Nashua (par 53)	1,116,597	116,000		1,141,000	105,700	39,891	1,373,159	45.7	188,647	261,024	132,153	6	98	
31 Mar. '63	93.5		5.6		14	10	232	NEW HAMPSHIRE.	2,850,000			1,800,000	1,050,000		2,962,686	93.5		247,279	124,406	62	62	
30 Nov. '63	83.6		8.0		18	16	246	Boston, Concord and Montreal	2,475,846	322,286		2,085,925	685,400		2,969,852	53.6	338,025	382,183	130,645	2	—	
31 Mar. '63	34.5				21	22	494	Chester	1,500,000			1,500,000			1,564,506	61.3	470,078	125,286	7	67		
31 Mar. '63	29.3		2.9		2	4	80	Concord (par 50)	1,065,345			1,000,000	12,300	20,904	operated by	Concord R. R.	83,524	7	116			
31 Mar. '63	29.3		2.9		2	4	80	Manchester and Lawrence	695,258			595,588	568,000			52.7	37,791	11,913		—	—	
31 Mar. '63	69.2	13.0	12.5		24	14	424	Merrimack and Conn. Rivers	3,068,400			3,068,400	220,700	59,114	3,248,214	82.0	366,846	163,718	4	93		
30 Apr. '63	24.7		2.2		5	2	60	Northern New Hampshire	1,480,730			500,000	750,000		277,210	24.7	81,121	15,183		—	—	
31 Dec. '62	64.2		8.1					NEW JERSEY.	3,170,126			997,862	2,089,500	173,982	3,261,344	76.0		259,921	113,533		—	—
31 Dec. '62	63.9	32.3		8.0				Camden and Amboy	6,070,233		3,971,080	5,009,200	8,620,181			124.2	3,040,148	1,728,548	10	149	149	
31 Dec. '62	60.2							Camden and Atlantic	1,000,553			1,000,553			1,087,376	60.2		144,386	65,128	15	15	
31 Dec. '63	64.0		48.0		100	51	29	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000		7,708,800	64.0	812,041	1,941,276	1,127,244	10	175	
31 Dec. '63	63.9			46.5	11	15	614	Morris and Essex	1,674,061		67,000	1,157,800	340,000	87,080	1,849,625	63.9		983,577	103,645	7	116	
31 Dec. '62	21.3				2	6	17	New Jersey	422,297	448,573	1,461,396	4,397,800	642,500	400,017	6,739,574	33.8		1,286,600	694,914	10	185	
31 Dec. '62	—							Northern New Jersey	2,450,417			1,203,653	1,250,000	145,608	2,597,161		[2 mos.]	10,588	24,242	65	65	
31 Dec. '62	24.0							Raritan and Delaware Bay	1,907,760			1,907,760	600,000		1,907,760	24.0		239,889	154,908	6	163	
31 Dec. '62	38.5			47				Warren	821,984			681,893	212,500	31,743	821,984		82,936	90,122	43,623		—	
30 Sep. '63	35.0		1.0	105.0	3	6	140	NEW YORK.	1,192,179	64,858		978,070	120,000	34,888	1,257,037						—	—
31 Dec. '63	48.9		3.1		8	8	130	Albany & Susquehanna	2,587,725			908,998	1,587,665		2,587,725	48.9		329,223	176,095	5	108	
30 Sep. '63	142.0		13.0		28	41	140	Atlantic and Great Western	3,369,088			850,000	2,395,000	1,070	3,369,088	142.0	618,390	1,134,256	817,213	10	101	
30 Sep. '63	68.3		14.5		32	37	600	Buffalo, New York and Erie	2,369,938	519,576	149,000	2,051,750	1,149,000		3,800,000	68.3	595,428	1,091,944	635,584	10	200	
31 Dec. '63	400.0	97.0	320.0		243	109	5,897	Buffalo and State Line	39,404,648	204,929	20,105,200	19,961,000			42,841,569	807.0	6,588,687	10,469,481	3,511,414	7	75	
30 Sep. '63	144.0		128.3		71	145	675	Erie	12,711,298	1,474,527												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line	Lateral and Branch Lines	2nd Track and Sidings	Road in progress or projected	Engines	Cars.			Property and Assets.			Liabilities.							Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.					
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.	
PENNSYLVANIA.																						
31 Dec. '73	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286			
31 Dec. '63	24.5		24.9		19	3	1,303	Beaver Meadow	1,064,230	400,560		1,983,900	1,000		1,984,900	24.5	247,080	583,219	342,661	224	75	
31 Sep. '63	65.0		6.0		11	369		Catawissa	3,634,000	*		3,500,000	234,000	3,968,350			328,613	308,567	11,465		16	
31 Oct. '63	62.0		4.5	4.0	12	8	66	Cumberland Valley	1,121,037	*		956,900	270,000	16,481	1,243,381	152.0	166,712	276,338	118,193	8	19	
31 Oct. '63	110.7	2.8	47.2		74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,169,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	222	
31 Oct. '63	35.8	1.1	3.2		7	4	65	East Pennsylvania	1,161,430	104,941		604,190	568,400		1,212,590	34.9	151,820	238,243	150,163			
31 Dec. '63	78.0		8.5		16	7	647	Elmira and Williamsport	2,083,607	*		1,000,000	1,000,000		2,000,000		196,907	334,790	110,368		31	
31 Oct. '63	18.6		4.6					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.6	144,871	423,358	169,268	10		
31 Oct. '63	36.9	18.6	17.0					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	55.5	oper. by Penn. R.R. Co.	37,047	4,163			
31 Oct. '63	32.0		1.3	44.3	3	3	10	Hempfield	1,616,560	41,340		1,809,565	500,000	109,000	2,409,565	32.3	27,600	37,047	4,163			
31 Oct. '63	31.3	14.5	10.5		14	2	100	Huntingdon and Broad Top	1,927,246	*		622,348	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570		30	
31 Dec. '63	80.0		17.0		16	7	1,088	Lackawanna and Bloomsburg	2,805,846	*		710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838			
31 Oct. '63	46.0	34.0	32.0		49	12	1,309	Lehigh Valley	3,622,008	869,222		2,297,250	1,455,000	68,121	3,820,371		386,844	1,330,068	774,074	10	80	
31 Oct. '63	28.3	5.5	8.0		31		61	Little Schuylkill	1,371,868	*		2,646,100	990,000	62,227	3,698,327	(Phila. & Reading R.R.)	319,162	363,367	89,991	7	41	
31 Oct. '63	24.5	106.0	63.3		31		51	Little Hill and Schuylk. Haven	3,311,613	*		4,132,835	180.0		6,252,637	68.8	274,990	511,396	273,391		56	
30 Nov. '63	65.6	13.2	10.5		17	27	613	North Pennsylvania	5,485,709	404,764		3,147,750	3,104,287		38,245,668	356.9	5,311,202	1,591,413	5,111,412		64	
31 Dec. '63	300.8	56.1	319.0		200	173	4,923	Pennsylvania	27,048,314	3,645,484	2,883,467	13,490,250	16,949,124		1,672,200	24.9	244,425	832,459	173,656			
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norristown	1,131,079	235,439		1,267,200	405,500		1,672,700	24.9	244,425	832,459	173,656			
31 Oct. '63	230.0		21.5	68.0	30	5	539	Phila. and (Sunbury) Erie	21,124,422	3,765,774	579,348	5,010,944	8,528,002	80,151	13,619,095	230.0	428,759	699,500	193,486	7	20	
30 Nov. '63	147.4	51.1	211.3		106	67	540	Philadelphia and Reading	6,338,822	*		1,121,228	10,667,328		26,613,828	403.0	2,721,689	6,252,902	3,706,900		54	
31 Oct. '63	28.2		1.9		36	98	828	Philadelphia and Trenton	8,774,500	*	361,129	999,200	250,000		1,249,200	28.2	137,074	644,050	353,648	10	146	
31 Oct. '63	95.9		61.4		12	11	82	Phila., Wilmington and Balt.	2,277,456	163,004		1,770,414	1,500,000	69,233	3,266,877	72.0	258,176	513,725	101,669		12	
31 Dec. '64	59.5		7.2	89.5	12	11	82	Pittsburgh and Connellsville	1,819,294	*		1,770,414	1,500,000		3,266,877	72.0	258,176	513,725	101,669			
31 Dec. '63	468.3		73.8		146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	1,178,773	112,824		500,000	791,597		1,291,597		40,476	144,738	87,112	10	40	
31 Dec. '63	28.0		6.2		5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597		1,291,597		40,476	144,738	87,112	10	40	
31 Oct. '63	29.6		3.1		4		198	Thioga	730,967	100,555		367,300	396,600	66,203	832,000	29.6	75,358	128,693	19,970	7	43	
RHODE ISLAND.																						
31 Aug. '63	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	256,800			62.0	297,700	421,757	199,155	81	120	
30 Nov. '63	13.6		0.5		4	3	7	Providence, Warren & Bristol	424,943	13,299		437,117	8,500			13.6	24,916	51,702	9,718			
SOUTH CAROLINA.																						
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,265	195,265		1,099,536	51.9		283,263	151,536		8	
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,301,004	384,000			109.6		341,190	125,871			
1 Jan. '60	143.2	21.8						Greenville and Columbia	2,439,169	324,161		1,429,008	1,145,000		2,574,008	164.5		220,014	66,145			
28 Feb. '60	102.0							North-Eastern	2,011,652	*		986,400	990,410	108,172	2,067,325	102.0		1,499,636	701,943		7	
31 Dec. '60	136.0	106.0			62	59	790	South Carolina				2,643,833										
TENNESSEE.																						
30 Sep. '60	47.6				12	10	171	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187			
1859.....	30.0		1.8		10	10	128	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		518,718	187,466			
1859.....	140.0		8.0		10	10	128	East Tennessee and Virginia	2,810,033	156,264		538,654	1,902,000	390,407		150.3	150,142	297,806	149,167			
1860.....	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,805,578	878,069	129,364	3,809,949	2,650,000	260,112	7,627,797	291.0		1,635,096	873,597			
1859.....	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144		570,000	1,261,000	145,000								
1859.....	100.0		30.6	65.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		798,285	740,000									
1859.....	59.0		40.1		7	5	119	Mississippi and Tennessee	1,137,400	82,908		317,447	632,500	22,369		59.4	69,870	177,256	60,029			
1859.....	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	56,816		144,894	406,000	5,000		47.4	54,175	83,129	44,666			
1859.....	34.2		7.0		12	2	81	McMinnville and Manchester	553,597	56,816		2,066,544	1,731,000		159.0		734,118	837,384		6		
30 Nov. '60	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	3,632,382	*		2,066,544	1,731,000		159.0		734,118	837,384				
1859.....								Nashville and Northwestern	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,963	87,243			
1860.....	45.8		4.2	11.7	5	5	32	Tennessee and Alabama				216,962	413,000	408,477		30.0		1,248				
TEXAS, (all aided by State).																						
-- '58	32.0			158.0				Buffalo Bayou, Braz. & Col'do				275,000	240,000	171,560		32.0						
-- '58	56.0			184.0				Galveston, Houston & Henderson								56.0						
-- '60	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	*		455,000	975,000</									

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Pay'd.	Market Price.
Agricultural Branch, (guar.)	\$60,000	6	6	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Berkshire (guarant'd)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	800,000	7	7	70 1/2
" " (new pref.)	554,000	6	6	---
Buffalo, N. Y. & Erie, (guarant'd)	850,000	6	6	---
Camden & Atlantic (preferred)	620,800	7	7	21
Catawissa (preferred)	1,150,000	7	7	33 1/2
Chequamegon (guarant'd)	380,000	---	---	---
Cayuga & Susquehanna (guarant'd)	343,500	---	---	---
Cheshire (preferred)	2,017,825	7	7	55
Chicago & Alton (preferred)	2,422,596	7	7	95
Chicago & Northwestern (pref.)	2,400,000	7	7	64 1/2
Cochecho (preferred)	117,750	8	8	---
Ct. & Passumpsic Rivers, (pref.)	1,55,200	10	10	72 1/2
Cumberland Valley (1st preferred)	241,900	8	8	---
" " (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,987,114	7	7	34 1/2
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & Williamsport (preferred)	500,000	---	---	---
Erie (preferred)	8,835,700	7	7	94
Hannibal & St. Joseph (preferred)	5,253,856	7	7	47 1/2
Harriburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	247,000	6	6	---
" " (new pref.)	125,000	6	6	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marietta & Cincinnati (1st pref.)	5,105,334	7	7	55
" " (2d pref.)	3,424,169	7	7	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mill & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	7	82 1/2
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,500,000	8	8	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Paterson & Hudson (guarant'd)	630,000	---	---	---
Paterson & Ramapo (guarant'd)	248,000	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	7	90
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---
Railroad & Burlington (preferred)	382,700	8	8	---
" " (preferred)	608,176	6	6	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	6	68
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarant'd)	274,400	6	6	---
Vermont & Canada, (guarant'd)	1,600,000	8	8	---
Warren (guarant'd)	1,307,750	7	7	---
White Mountains (guarant'd)	200,000	5	5	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,057,343	6 J. & J.	1836	108	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" " sterling	4,375,000	5	1890	---	---
Preferred bonds	1,700,000	6	18	---	---
Bonds guar. by Virginia	200,000	6	18	---	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	95	---
Delaware & Hudson:					
1st Mortgage	600,000	6 J. & D.	1865	110	---
2d Mortgage	300,000	6 M. & S.	1870	---	---
Delaware & Haritan:					
See Camden & Amb. RR.					
Erie and Penna.:					
1st Mortgage	752,000	7 J. & J.	1865	---	---
Interest Certificates	161,990	6	1868	---	---
Lehigh Navigation:					
1st Mortgage	2,786,682	6 M. & S.	1870	98	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	57,000	6	1865	---	---
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	102	---
2d Mortgage	294,750	6	---	97	---
North Branch:					
1st Mortgage	500,000	6 M. & N.	1876	40	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	98	---
2d Mortgage	3,980,670	6 J. & J.	1882	83	---
Improvement	568,500	6 M. & N.	1876	84	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865	---	---
Md. stg. loan converted	200,376	5	1865	---	---
Mortgage bonds	993,000	6	1878	61	---
Preferred Interest b'ds.	227,569	6	1878	27	---
Union, (Pa.)					
1st Mortgage	2,500,000	6 M. & N.	1883	23	---
West Branch & Susquehanna:					
1st Mortgage, s'g land	450,000	6 J. & J.	1874	78	---
Wyoming Valley:					
1st Mortgage	850,000	6 J. & J.	1876	100	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Share.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	---	70
Chesapeake and Ohio	100	8,223,595	---	38 1/2
Delaware Division	100	1,633,350	---	102
Delaware and Hudson	100	7,500,000	---	10
Delaware and Haritan	100	2,288,400	---	10
Erie of Pennsylvania	50	58,000	---	---
Illinois and Michigan	50	2,478,950	---	72
Lehigh Navigation	50	1,803,000	---	3
" " (scrip)	50	726,800	---	---
Monongahela Navigation	100	1,025,000	---	95
Morris, (consolidated)	100	1,175,000	---	125
" " (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,832,457	---	21
" " (preferred)	50	2,722,807	---	34
Susquehanna and Tide Water	50	2,048,350	---	14 1/2
Union (preferred)	50	2,700,000	---	34
West Branch and Susquehanna	100	1,000,000	---	136
Wyoming Valley	50	700,000	---	70

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON-DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1 (cash)..... per ton 58 @ 61	
Pig, American, No. 1..... @ 58	
Bar, Swedes, assorted sizes (in gold)..... @ 92 50	
Bar, English, Refined..... @ 195	
Bar, English, common..... @ 180	
Band, English..... @ 225	
Horse Shoe..... @ 220	
Rods, English..... @ 270	
Hoop, English..... @ 310	
Nail Rod..... per lb. 15 @ 17	
Sheet, Russia..... per lb. 30 @ 33	
Sheet, English, Single, Double and Treble..... @ 12	
STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast..... (1st & 2d qty.)..... per lb. 31 @ 38	
English Spring..... 1st & 2d qty.)..... @ 32	
English Blister..... (1st & 2d qty.)..... @ 32	
English Machinery..... 21 @ 24	
American, Blister..... 16 @ 20	
American, Cast, Hammered..... 30 @ 34	
American, Cast, Rolled..... 19 @ 23	
American Spring..... 15 @ 20	
German..... 21 @ 23	
Milan (in bond)..... @	
COPPER-DUTY: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New..... (suits)..... per lb. @ 65	
Sheathing, &c. Old..... (cash)..... @ 50	
Sheathing, Yellow..... @ 50	
Pig, Chile..... @ 65	
Bolta..... @ 65	
Braziers'..... @ 48 1/2	
American Ingot..... (cash)..... 47 @ 48 1/2	
LEAD-DUTY: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena..... per 100 lb. @ 14	
Spanish..... 14 @ 14 25	
German Refined..... 14 @ 14 25	
English..... 14 @ 14 25	
Bar..... per lb. @ 18	
Pipe and Sheet..... @ 22	
TIN-DUTY: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb.	
Banca..... per lb. @ 70	
Straits..... 60 @ 61	
English..... 57 @ 58	
Plates, Charcoal I. C..... per box 10 50 @ 20	
Plates, I. C. Coke..... 16 50 @ 17	
Terne, Coke..... 14 @ 15	
Terne, Charcoal..... 17 50 @ 18 50	
NAILS-DUTY: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 6d..... (cash)..... per 100 lb. 8 50 @ 9	
Clinch..... (cash)..... 10 @ 10 50	
Horse Shoe, Forged..... (cash)..... per lb. 33 @ 40	
Wrought, English..... (cash)..... @ 70	
Ausable Horse, Norway Iron, Forged..... @ 50	
Zinc Nails..... (6 mos.)..... @ 25	
INDIA RUBBER-DUTY: 10 per cent. ad. val.	
Para, Fine..... per lb. 1 15 @ 1 20	
Para, Coarse and Medium..... @	
Carthagena, &c..... 72 @ 75	
Guayaquil..... @	
PETROLEUM-DUTY: Crude, 10 cents; Refined, 30 cents per gallon.	
Crude, 40 @ 47 gravity..... 51 @ 52	
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)..... 92 @ 92 1/2	
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)..... 72 @	
Naptha, Refined, (60 @ 63 gravity)..... 58 @ 59	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

Th 12 F.13 Sat 14 M.16 Tu.17 W.18.

American Coal Co.	---	---	---	---	---
At. & Gt. W. (O) 1st m't.	---	---	---	---	---
Buffalo, N. Y. & E. 1M.	---	---	---	---	---
California 7s	---	---	---	---	---
Canton Co.	34	34	33 1/2	34 1/2	33 1/2
Central Am. Translt.	---	---	---	---	---
Chicago & Alton	92 1/2	---	91 1/2	---	92
" " pref.	---	---	95	---	---
" " 1M.	---	---	---	---	---
" " Inc. b'ds	---	---	---	---	---
Chicago, Burl. & Q.	119	---	119	118	119
" " s.p.c.	---	---	---	---	---
Chic. & Northwest'n	37 1/2	36	35 1/2	36 1/2	37
" " pref.	68 1/2	67	67	69 1/2	67
" " 1st M.	94	---	91	---	91
" " 2d M.	---	---	---	---	---
" " S. F.	---	---	---	---	---
" " A. B.	---	---	---	---	---
" " I. B.	95	---	---	---	---
Chicago & Rock Isl.	102 1/2	102 1/2	102 1/2	101 1/2	100 1/2
" " 1st M.	70	---	112	---	105
Clev., Col. and Cin.	---	---	---	---	---
Clev. and Pittsburgh	93 1/2	93 1/2	92 1/2	93	91 1/2
" " 1M.	---	---	---	---	---
" " 2M.	---	---	---	---	---
" " 3M.	---	---	---	---	---
Clev. and Toledo	109	---	109	---	105
" " S.F. 7 p.c.	---	---	---	---	---
Cumberland and Coal, pref. 43	42 1/2	43	45	44 1/2	47 1/2
Del. & Hudson Canal	205 1/2	170 1/2	164	164	165
Del., Lack. & West.	223	223	222	---	---
" " 1M. s.p.c. 7 1/2	---	---	112	---	---
" " 2M. s.p.c. 8 1/2	---	---	---	---	---
Erie	82 1/2	83 1/2	83 1/2	84 1/2	79 1/2
" " pref.	98	99	---	96	95
" " 1M. 7 p.c. 87	---	---	---	---	---
" " 2M. 7 p.c. 79	---	---	---	---	---
" " 3M. 7 p.c. 83	---	---	113	113	---
" " 4M. 7 p.c. 80	104 1/2	---	104 1/2	---	---
" " 5M. 7 p.c. 88	---	---	---	---	---
Galena and Chicago	---	---	---	---	---
" " 1M. 7 p.c. 82	---	---	---	---	---
Hann. & St. Joseph	---	---	---	---	---
" " pref.	---	---	---	---	---
" " bonds	---	---	---	---	---
Hudson River	108 1/2	109	108 1/2	110	109 1/2
" " scrip	---	---	---	---	---
" " 1M. 7 p.c. 69	---	---	---	---	---
" " 2M. S.F.	108	107	---	---	---
" " 3M. 7 p.c. 75	---	---	---	---	---
" " conv. bonds	---	---	---	---	---
Illinois Central	125 1/2	125	125 1/2	124 1/2	123
" " Can. b'ds.	---	---	---	---	---
" " bonds	---	---	116	---	---
Marietta & Cin. 1st pref.	---	---	---	---	---
" " 2d	---	---	---	---	---
" " 1st mort.	---	---	---	---	---
Mariposa Mining Co.	12 1/2	12	13 1/2	12	11 1/2
Michigan Central	110	110	109 1/2	111	110
" " S.F. s.p.c. 82	---	---	119 1/2	---	---
" " conv. s.p.c. 69	---	---	---	---	---
M. S. and N. I.	72 1/2	72 1/2	72	71	70 1/2
" " guar'd 145	---	---	---	---	---
" " 1M. S.F.	---	---	108 1/2	---	---
" " 2d M.	---	94	---	93	---
Mil. and P. du Chien	44	45	---	45	---
" " 1st pref.	---	---	---	---	---
" " 2d pref.	---	---	---	---	---
" " 1st M.	---	---	---	---	---
Minnesota Mining Co.	---	---	---	---	---
Miss. & Mo.	---	---	55	---	67 1/2
" " L.G. bonds	---	---	---	---	---
Missouri 6s	---	---	67 1/2	---	67 1/2
" " iss. to H. & St. J. R.	70	84	---	85	---

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

Th.12.F.13.Sat.14.M.15.Tu.17.W.18.

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	102	102	102	102	102	102
U. S. 5s, 1871, coup.	102	102	102	102	102	102
U. S. 5s, 1874, reg.	102	102	102	102	102	102
U. S. 5s, 1874, coup.	102	102	102	102	102	102
U. S. 5s, 1880, coup.	102	102	102	102	102	102
U. S. 5s, 10-40s, coup.	102	102	102	102	102	102
U. S. 5s, 10-40s, reg.	102	102	102	102	102	102
U. S. 5s, 1881, reg.	111	111	111	111	111	111
U. S. 5s, 1881, coup.	112	112	112	112	112	112
U. S. 5s, '81, O. W. L. y.	112	112	112	112	112	112
U. S. 5s, 1881, " 4y.	112	112	112	112	112	112
U. S. 5s, 1887, reg.	135	135	135	135	135	135
U. S. 5s, 1888, reg.	135	135	135	135	135	135
U. S. 5s, 1888, coup.	135	135	135	135	135	135
U. S. 5s, 1 year cert.	97	97	97	97	97	97
U. S. 5s, 5-20s, coupon	109	109	109	109	109	109
U. S. 5s, 5-20s, new	110	109	109	109	109	109
U. S. 5s, " reg.	110	110	109	109	109	109
7.30 Notes, Feb. & Aug.	118	118	118	118	118	118
" " Ap'l & Oct.	118	118	118	118	118	118
American Gold	218	221	217	214	215	215

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

W.11.Th.12.F.13.Sat.14.M.16.Tu.17.

Beaver Meadow						
Catawissa						
Camden & Amboy	37	35	34	33	33	33
" " 6s, '87						
" " 6s, '70						
" " 6s, '75						
" " 6s, '83						
" " 6s, '89						
" " mort. 6s, '89	99	100	100	100	100	100
Ches. & Del. Canal 6s, '86						
Del. Div. Canal						
Elmira & W. maport	31					
" " pref. 50						
" " 7s						
Harrisburg						
Lehigh Navigation						
" " 6s, 100						
Lehigh Valley R. R.	80					
" " 6s, 100						
Little Schuylkill R. R.	41					
" " 7s						
Long Island						
" " 6s						
Minehill	55	55	56			
Morris Canal						
" " pref. 125						
" " 6s, '76						
North Pennsylvania						
" " 6s	93					
" " 10s						
Northern Central						
Pennsylvania R. R.	64	64	64	65	64	64
" " 1st m.	105	105	105	106	106	106
" " 2d m.	105	105	105	105	105	105
Penn. State, 6s	91					
" " 5s, coupon	95	95	95	95	95	95
" " 6s, W. L.	104	104	104	104	104	104
Philadelphia City, 6s	95	94	95	97	97	97
" " new, 97	97	97	97	97	97	97
Philad. Germ. & Nor.	58	58	58	58	58	58
Phila. & Reading	57	55	56	56	56	56
" " 6s, '86						
" " 6s, '70, 101						
Philadelphia & Erie	27	27	26	101		
" " 6s	101					
Philad. & Sunbury, 7s						
Schuylkill Navigation						
" " pref.	33	33	33	34		
" " 6s, '82						
" " 6s, '76						
" " 6s, '72	90					
Sunbury and Erie, 7s						
Susq. Canal						
" " 6s, '78						
Union Canal, pref.	34					
" " 6s, '83	23	23	23	23	23	23
West Br. Canal 6s, '78						
Wyoming Valley Canal						
" " bonds						
Arch street, (Horse)						
Chestnut & Wal.						
Green & Obates	25					
Race and Vine						
2d and 3d streets						
Spruce & Pine	34					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

W.11.Th.12.F.13.Sat.14.M.16.Tu.17.

Baltimore City 6s, 1875	108					107
" " 1886, 107	107					
" " 1870				102		101
" " 1890, 109	109				109	108
Balt. and Ohio	112	112			112	112
" " b'ds, '82						
" " " '67						
" " " '75						
" " " '80						
" " " '85						107
Northern Central						63
" " b'ds, '86						
" " " '93						

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 18.

Th.12.F.13.Sat.14.M.16.Tu.17.W.18.

Boston and Lowell	107					108
Boston and Maine	126					125
Boston and Providence	145					144
Boston and Worcester	140					
Cheshire, pref.	52					53
Concord	68					67
Connecticut River						
Eastern, Mass.	103	104	104	104		104
Eastern, N. H.	104					
Fitchburg	121					119
Manchester & Lawrence						
Michigan Central						
Northern, N. H.	93					93
Old Colony and Fall R.	120	120	120	119		119
Ph. Wil. & Baltimore	71	71	71	71		72
Port'd, Saco & Ports.	104	104				104
Vermont & Canada						104
Vermont & Mass.	42	42	40			40
Western	150	150				150
Broadway (Horse)						
Cambridge	90	91	92			97
Metropolitan	50	51	51	51	52	53
Middlesex						61
Central Mining Co.						52
Franklin		52	53			
Isle Royale	17					14
National						28
Minnesota	25	25				25
Pewabic		55	54	54	54	54
Pittsburg		90	87			
Quincy		100	99			99
Rockland						

London Stock Exchange.

The following were the closing prices for American Securities on the 30th of December:

Maryland 5s	65	to	62
United States 6s, 1881	42	"	43
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western			
N. Y. sec., 1st mort., 1880, 7 per cent.	71	"	73
Do. 2d mort., 1881	67	"	69
Pennsylvania, 1st mort., 1877	71	"	73
Do. 2d mort., 1882	67	"	69
Erie shares, \$100 (all paid)	37	"	39
Do. 7s, preference	40	"	42
Do. 7s, 1st mort., 1867	55	"	60
Do. 7s, 2d mort., 1879	55	"	60
Do. 7s, 3d mort., 1883	54	"	58
Do. 7s, 4th mort.	48	"	52
Do. 7s, 5th mort.	47	"	52
Illinois Central 6s, 1876	72	"	76
Illinois Central 7s, 1876	55	"	60
Do. do. \$100 shares, \$90 paid, dis.	43	"	42
Do. do. \$100 shares, all paid	50	"	51
Marquette and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. S. F. 1st mort., do., '82, x. o.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. \$100 shares		"	
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. \$100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	101	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. \$50 shares	25	"	30
Philadelphia and Reading, \$50 shares	30	"	35

American Railroad Journal.

Saturday, January 21, 1865.

Stock Exchange and Money Market.

A bill has been reported in the House of Representatives, authorizing the Secretary of the Treasury to increase the issue of 7-30's to the extent of 400 millions. We presume this settles the question as to the issue of any more gold bearing interest securities. The 7-30's will be popular enough if there is no further competition of the kind alluded to. The immense amount of money disbursed by the Government in carrying on the war makes the desire for investment universal, and not only so but easy. The people are but lending to themselves; what they take out of their pockets they put back in their pocketbooks. All they want beyond the actual cost of the moment for their living, they desire to put at interest; and whom can they better trust than themselves? The

good sense of the public is shown not less than their patriotism in thus giving back to the Government on time, the surplus earnings or profits of the day. And that both principal and interest are sure to be paid in gold or its equivalent in a sound currency, is just as certain as that the land we inhabit is permanent, and its future prosperity inevitable. Many sound political economists consider that the National securities are to play a great part in our future advancement.

Every day's events bring the present crisis nearer to a close. We have never from the first doubted what the result was to be. Our position was peculiar, untried; not the ablest men took the lead in our affairs, but time and experience are developing the fact, that we had the material, and opportunity has brought it out.

Among the commercial and therefore financial questions of the hour outside of the financial problem, is that of our reciprocity treaty with the British North American provinces. It has been determined by Congress to give the twelve months notice of its termination. We have before us letters from two distinguished members of that body in relation to the subject. In one it is stated that the question is one of the most momentous now under consideration; in the other the belief is expressed, that within the twelve months, another more favorable treaty may be negotiated. In this hope we concur. For the aggregate of our trade with the provinces is much larger than with many of the European, Central American and South American nations put together. We look upon the interests of the States bordering on the lakes as to be too great to be overlooked or forgotten. The provincials are equally interested, and more than anxious for an active commerce with the United States, and we have no doubt but that all reasonable concessions will be made us to secure a renewal of the treaty in some form or other. We therefore wait with much interest the development of a new movement in this direction. We are seeking trade to the ends of the earth; it would seem an act of folly to reject that which lies at our own doors.

The gold market has been affected pretty seriously in consequence of the late military successes. The capture of Savannah, and the brilliant assault on Fort Fisher, now successfully accomplished under the inspiration of General Grant caused its sudden depression.

The enlargement of the public debt, and the issue of fresh currency in the shape of compound interest notes do not seem to have produced a rise, nor the recent shipments of specie abroad, to a considerable extent. It is believed that there is a larger amount of gold in the country now than at the beginning of the war, by more than eighteen millions of dollars, and in the city of New York the reserve of specie is nearly seven millions greater. There is doubtless gold and silver enough in the country to serve as a sufficient basis for sustaining all the Government and bank issues if we had peace, and a certainty of no further issues of paper.

It is now understood that the cotton captured in Savannah is to be brought to this city, and sold in convenient parcels by semi-weekly auctions, and that the quantity to be disposed of is much larger than was at first supposed. We do not doubt that this arrangement will have a decisive and an imme-

diate effect on the price of gold and exchange, and with more force than has been calculated. It will furnish remittance in kind on which bills may be drawn equal to three months' coin shipments, which will be equivalent to returning just so much specie, and if the shippers choose to have proceeds brought back in coin, either for the cotton or for exchange, for it would amount to the same thing, it is quite possible that the gold current might set in strong enough to change the character of our present foreign business relations, and ease our domestic market at once. We have in common with many others always contemplated some such result as soon as the war took such a turn as to place the cotton crop within reach of our armies.

Foreign exchange is at this moment in excess of the demand and very dull, an evidence of a decided character as to the increasing advantage we are gaining by the excess of our exports over our imports. There can be no other good reason for the low rates and want of animation in the bill market.

The Government securities are firm, but not as active as they were a short time since, purely for the reason that a fixed policy has not yet been declared at Washington as to the future of its operations. Investors like to know what is to be the form, character and time of each new Treasury loan, and until these are settled with regard to the amounts necessary still further to be raised, it is in vain to expect stability in the market price. If it could be positively known that no more legal tenders, or gold paying bonds were to be issued, particularly under the general conviction that the war is near its close, there would be seen an extraordinary advance in rates, and an animation in the market to which it has been long unused.

Railway shares continue dull, while the bonds of many of the most esteemed companies stand at high figures, and the supply is limited. All attempts to depreciate the character of railway property are founded in an entire misapprehension of their permanent value. In our judgment they have a fixed and inherent strength which time will but the more surely reveal. The temporary check, which the increased price of work, labor and materials, the freights and fares being at the old rates, produces in their net earnings will not last long except the war should be protracted, in which case no doubt legislation would provide the proper remedy.

During the week ending January 14, the capital of the National Banks has been increased by various new companies to the extent of \$7,223,210, so that the \$300,000,000 which is the limit to the permitted extent of the National currency is being rapidly approached. If the old banks should at once come into the new system and take up this limit left, they would have the whole bank circulation in their hands, and it would then be of a uniform character, and the future currency of the country would be the best it ever had. There is no doubt this view of the subject will have its effect on the greater part of the old local institutions.

The specie product of California continues to increase in a most surprising manner. The exports from San Francisco up to the 22d of December, 1864, are given at \$54,114,914, against for the

same period in 1863, \$45,132,548, an increase of \$9,982,366. The yield of Idaho, Montana, Utah and Colorado will also be very large during the present year. In this respect our country has the brightest prospects of any other on the globe, and this consideration gives stability to its financial prospects to an unprecedented degree.

It is stated on the best authority that the internal revenue is getting to be enormous in amount, and if the other cities and towns do as well proportionably as New York, the gross amount for the year will be much larger than the most sanguine anticipated. A few years taxation with such results would end our fears and our National debt together.

No review of the Money Market can be complete without some allusion to the Petroleum Companies. These are the most remarkable creations of the day, and the most timely. Their number and nominal capital are immense. They are springing up in all directions. The wells are found where they were not expected to be found, and their source and origin, no longer attributed to their immediate relations to coal strata, are yet a puzzle to geologists. But they are no puzzle to political economists who see in their products enormous wealth, for them a great and increasing demand, and for other nations an incalculable boon. A cheap and universal illuminating power is one of the greatest advantages we can confer on distant or neighboring nations. Besides this, in the residuum of distilled petroleum are found the bases of the most beautiful and permanent colors, and it is proved by recent scientific experiments, that the article itself may yet be used as fuel for the propulsion of ocean steamers, by which a vast saving in room and coal will be effected.

While therefore, speculation may go too far in its views with regard to the value of particular oil bearing localities, there can be no doubt that in the aggregate the results will be largely productive. Many of the companies are paying unheard of dividends already.

Thus we have gold and petroleum in the greatest profusion to help us forward in our career of prosperity. Cotton certainly can no longer claim an exclusive control over commerce.

The imports of foreign goods into the port of New York for the first nine months in 1864, were \$189,504,760, and the exports for the same period \$169,395,576, being nearly forty millions more than during the equivalent period in 1863, and nearly double what they were in 1862. This is conclusive proof of the rapid increase of American production notwithstanding the war.

The exports for the week ending January 17, from this city, were \$4,064,308.

Money is easy, and rules at 7 per cent.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 5s, 86; New Jersey Central 2d mort., 114; Brooklyn City R. R., 130; Central Coal Co., 47; Wyoming Valley Coal, 53; Consolidated Coal Co. of Md., 50; Mariposa 1st mort., 60; do., 2d mort., 20; Nicaragua Transit, 5; Copake Iron, 4; Bucks Co. Lead, ¼; Atlantic Mail, 160; National Bank, 113; Am. Ex. Bank, 129; Central Bank, 165; 4th National Bank, 100; Bank of Republic, 108; Shoe and Leather Bank, 106; Merchants Bank, 116.

Philadelphia.—Allegheny Co. coupon 5s, 78; Chester Valley 7s, 42¼; West Chester 7s, 101; Reading 6s, 1843-80, 100; Harrisburg 6s, 100; Western Penn. 6s, 95; 13th and 15th streets R.R., 22; Girard College, 24; Union Canal, 1¼; Atlas Oil, 1¼; Bull Creek, 2¾; Bruner, 1¾; Briggs, 4¾; Big Tank, 2¾; Blue Creek, 4¼; Corn Pl., 6½; Cow Creek, 1¾; Cherry Run, 29½; Caldwell, 6¾; Clinton, 1; Crescent, 2; Continental, 7¼; Dalzell, 9; Duncard, 1½; Densmore, 6; Eldorado, 17½; Egbert, 3¾; Excelsior, 1¼; Franklin, 1½; Feeder Dam, ¾; Farrel, 1¾; Germania, 1; Hoge Island, 1½; Hyde Farm, 4; Howe's Eddy, 1; Hibbard, 2; Keystone, 1¾; Krotzer, 1¾; Mingo, 3½; McClintock, 6½; McElheny, 5¾; Maple Shade, 28¼; Mineral, 2; McCrea, 1; Noble and Delamater, 9½; Oil Creek, 3¾; Olmstead, 1½; Oil Basin, 9; Phila. and Oil Creek, 1.31; Perry, 3¾; Petroleum Centre, 3¼; Pope Farm, 1¼; Rathbone, 2; St. Nicholas, 4¼; Story Farm, 2½; Seneca, 4½; Sherman, 1.31; Tack, 3¾; Tarr Farm, 3; Tarr Home, 4¾; Union Petroleum, 15½; Upper Economy, ¾; Venango, ¾; Walnut, 3.94; Wm. Penn, 2½; West Branch, 3; Wilkins Farm, 1; Shamokin Coal, 15½; New Creek, 1; Swatara, 6; Butler, 13½; Big Mt., 5½; Fulton, 7¼; Penn. Mining, 45; Mechanics' Bank, 32; Girard Bank, 52½; City Bank, 60¼; Manuf. and Mech. Bank, 33. The latest quotations are: City 6s, 94¼@95; do., new, 97¼@98; State 5s, 92½@93; do., coupon, 96@96½; do., 6s, W. L., 102½@103; Phila., Wil. and Balt., 72; Reading, 54¾@55; do., 6s, 1870, 101@101¼; do., 1886, 135½@135¾; Camden and Amboy, 146@148¾; Penn. R. R., 64¾@64¾; do., 1st mort., 106½@107; do., 2d mort., 105½@106½; Little Schuylkill R. R., 41@42; Morris Canal, 93@95; do., pref., 124@125; do., bonds, 100@101; Wyoming Valley Canal, 69½@70; do., 6s, 99@100; Susquehanna Canal, 14@14¼; do., 6s, 58@59; Sch. Nav., 28@30; do., pref., 33@33½; do., 6s, 1882, 82@83; Union Canal bonds, 23@23; Delaware Div. Canal 33@35; do., bonds, 98@100; Elmira and Williamsport, 31@32; do., pref., 50½@51; do., 7s, 1873, 101@105; do., Chatte 10s, 75@77; Long Island R. R., 47@49; Lehigh Coal and Navigation, 71½@72¼; North Pennsylvania, 28@28½; do., 6s, 90@93; do., 10s, 110@100¼; Philadelphia and Erie, 26@27½; do., 6s, 100@101; Minehill, 56½@58; Catawissa, 15@15½; do., pref., 34¾@35¼; Lehigh Valley, 79@79½; do., bonds, 100@100¼; Fifth and Sixth streets, (horse), 47@48; Second and Third, 67@67; Race and Vine, 9¼@10½; West Philadelphia, 70@71; Spruce and Pine, 33@34; Green and Coates, 25@26; Chestnut and Walnut, 50@50; Arch, 16@17; Thirteenth and Fifteenth, 20½@22; Girard College, 24@24; Tenth and Eleventh, 43@47; Norristown, 57@58.

Boston.—Northern (Ogdensburg) 1; do., 1st mort., 96; do., 2d mort., 24¼; Boston Hartford and Erie 6s, 80; Eastern R. R. 6s, 1874, 105; Rutland 1st mort., 64; Vermont Central 1st mort., 75; do., 2d mort., 25; Boston and New York Air Line 6s, 59½; Cape Cod R. R., 77; Stoney Brook R. R. 96¼; Boston and Lowell R. R. 6s, 105; Worcester and Nashua, 98¼; Western R. R. 6s, 1875, 104; Connecticut and Passumpsic Rivers R. R., 6s, 99; Boston and Lynn, horse, R. R. 95; Massachusetts 6s, 1875, 120½; New Hampshire 6s, 1884, 95; Boston 5s, 1887, 116; Augusta 6s,

95½; Bath 6s, 95; Boston Water Power, 44¾; Cary Imp., 11; Essex Co., 98; Boston and Roxbury Mill, 45; Union Steamship Co., 145; Belmont Coal, 11; Mammoth Vein Coal, 32¼; Short Mt. Coal, 39¼; Franklin Coal, 68¼; Gilberton Coal, 82; Tyson Iron, 9¼; Pittsburg and Boston Oil, 2½; Acton Mining Co., 1½; Bay State, 19¾; Buckingham Plumbago, 3¾; Brome, 1½; Brandon, 98½; Bedford, 80c; Copper Falls, 29½; Canada, 1¼; French Creek, 80c; Gt. Basin Oil, 2¼; Hancock, 10½; Huron, 38; Hanover, 3; Manhattan, 6¼; Mesnard, 6; Madison, 3¼; Northwestern, 5; Ottawa, 25c; Pontiac, 2¼; St. Mary's, 3½; Star, 6; South Side, 2¼; Winthrop, 2½.

Baltimore.—Western Md. bonds, 86; Marietta and Cincinnati bonds, 98; N. W. Va. 1st mort., 100; Maryland Copper, 0.75; North State, 0.15; Bare Hill, 2.80; Am. Gas Coal, 2; Atlantic Coal, 1.20; Laurel Cannel Coal and Oil Co., 5.70; Lake Chrome, 0.50; Santa Clara, 24½; Chesapeake Oil, 5.20; Penn. Gil, 1.90; Balt. Chrome, 27.0; Bank of Baltimore, 102. The latest quotations are: Balt. and Ohio, 112@112¼; do., 6s, 1867, 101@104¼; do., 1875, 105@108; do., 1880, 108@109; do., 1885, 107@108; Northern Central, 51¼@53½; do., bonds, 1885, 95@95; N. W. Va., 00@05; do., 1st mort., 104@106; do., 2d mort., 100@103; do., 3d mort., 23@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@99; Central Ohio 1st mort., 92@100; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 40½@42; Western Md. bonds, 86@88; do., guar., 107@110; Maryland 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 101@101½; do., 1873, 104@108; do., 1875, 106½@106¾; do., 1886, 107@107; do., 1890, 108@108¼; do., coupon, 107@109½; do., 5s, 1838-70, 98½@100; City Passenger R. R., 17@19; Canton Co. 33¼@34½; Gardner, 0.50@0.60; Gas Coal, 1.90@2.05; Maryland, 0.65@0.70; North State, .15@.20; Springfield, 1.25@1.40; George's Creek, 110@118; Santa Clara, 24¼@24½; Balt. Chrome, 2.50@2.75; Bare Hill, 2.80@3.00; Atlantic Coal, 1.15@1.20; Mineral Hill, 1.50@1.90; Baltimore Coal, 135@2.00; Laurel Cannel Coal and Oil Co., 5.70@5.75.

Gold in Montana.

Some of the mines now worked in this new territory are said to be prolific almost beyond belief. One lode, according to the recent report of Mr. C. F. Pettengill, who is in the East purchasing machinery, yields \$400 per ton of rock even now. It is 2 feet in thickness, and of great extent. Its product for 200 feet depth and 400 in length, as now worked, is calculated at \$3,500,000. The quarrying costs \$7 per ton, and crushing \$2 per ton. This lode is but a sample of a vast many others in that region.

Steel for Railways.

We have received from the Secretary of the Erie Railway Company, a Circular from the house of P. S. Justice, on the subject of the use of cast steel rails, tyres and axles. We have on former occasions spoken our opinions freely, on the great superiority of this form of iron for such purposes. Four rolling mills on the Bessemer system of preparation are now actively employed at Sheffield, in producing the cast steel rails, and our Railway Companies can be supplied in any quantity, and at short notice.

We notice among the new Houses entering into business, that of SMITH, MARTIN & Co., No. 3 Wall street. The former is a Banker from Buffalo seeking a large field for the employment of his ability and capital, Mr. Martin has been six years Cashier of a Bank of high repute in that city, and the Co. is Mr. Altman, from the same place, making a strong and experienced firm.

These gentlemen propose to deal in all kinds of Government Stocks and Securities, those of the States, and also in railway and other bonds and shares. They also allow interest on deposits from their customers, and make collections in all parts of the United States and the Canadas. With a cash capital all paid in, convenient location, and their reputation as men of business, they enter the field with great advantage, and their Western relations in past years must give them a position and a correspondence that can not be other than of a first-class character.

Railroad and Steamboat Accidents.

The total number of casualties by Railroad Accidents in 1864 was 2,250; of which 404 resulted in death, and 1,846 in wounds. In 1863 the number of casualties were 935, viz.: killed 264, wounded 671—an increase in 1864 of: casualties, 1,325; deaths, 140; wounded, 1,175. These figures do not include accidents where no lives were lost, accidents to individuals which were caused by their own carelessness or design, or deaths or injuries resulting from the recklessness of persons in crossing or standing upon railroad tracks where trains were in motion.

The total number of casualties by steamboat accidents in 1864 was 501; of which 358 resulted in death, and 143 in wounds. In 1863 the number of casualties were 340, viz.: killed 255; wounded, 85—an increase in 1864 of: casualties, 161; killed, 103; wounded, 58.

The following table exhibits the number of Railroad Accidents, with the number of persons killed and injured by such casualties during the past twelve years:

	Accidents.	Killed.	Wounded.
1853	138	234	496
1854	193	186	589
1855	142	110	539
1856	143	105	629
1857	126	130	536
1858	82	119	417
1859	79	129	411
1860	74	57	315
1861	63	101	459
1862	99	264	877
1863	89	264	671
1864	140	404	1,846
Total	1,368	2,103	7,785

The following table shows the number of Steamboat Accidents, and the killed and wounded during the past twelve years:

	Accidents.	Killed.	Wounded.
1853	31	319	158
1854	48	587	225
1855	27	176	107
1856	29	358	127
1857	30	322	82
1858	27	300	107
1859	21	342	146
1860	29	597	134
1861	19	69	88
1862	16	220	70
1863	20	255	85
1864	26	358	143
Total	323	3,903	1,472

We call attention to the advertisement of the Ninth National Bank, which has a very extensive list of our best merchants as stockholders, and a very excellent Board of Directors to secure the efforts of its officers. This institution has reached in less than a year a position of great usefulness as well as profit to its stockholders, having paid a five per cent. dividend, and having over 16 per cent. surplus after paying it. Mr. Orvis, the President, has had much experience as a bank officer in Troy, N. Y., and was also one of the originators of the Park Bank in this city. Mr. Hill, the Cashier, was several years in the Park Bank, and was also a cashier in Elizabethtown, N. J., where his father an eminent banker, is President of the National Bank of New Jersey.

The "New York, Philadelphia and Baltimore Petroleum Company," with a considerable portion of its capital stock subscribed, will keep its books open a few days longer at the instance of parties who desire the delay. The opportunity for subscription is a good one, guaranteed by the respectability of the managers, and no doubt will be embraced by many who desire to invest in this new mine of American wealth.

Passengers by the Steamships.

The following is the number of passengers carried by the different steamship lines in 1864:

	Eastward.	Westward.	Total.
Liverpool, New York and Philadelphia Steamship Company	9,364	32,926	42,290
Cunard line, New York	2,947	8,123	6,070
Cunard line, Boston	2,092	2,422	4,514
Cunard Emigrant line	1,860	8,143	10,003
Hamburg line	2,638	10,355	12,993
Bremen line	2,534	12,222	14,756
Canadian Mail line	3,752	12,389	16,141
Galway line	102	793	895
National line	2,465	14,112	16,577
Glasgow (Anchor) line	1,356	4,075	5,431
French Mail line	468	628	1,096
London line	689	3,091	3,780
Casual steamers	36	735	771
Total	30,303	105,014	135,317

Croton Aqueduct Department.

The receipts and expenditures of the Croton Aqueduct Department during the past year are given below. It will be seen that there is an increase in the receipts of the department over 1863 of \$27,990 25.

	1863.	1864.
Water Rents	\$869,642 39	\$895,612 72
Penalties and fines	11,316 51	11,621 55
Permits for taps	2,572 00	2,779 00
Permits for sewers	16,169 00	15,375 00
Permits for vaults	18,155 64	19,686 79
Materials sold		770 73
Total	\$917,855 54	\$945,845 79

	1863.	1864.
Water pipes and laying	\$123,556 98	\$168,056 79
Street repairing	101,926 48	68,042 56
Trap-block pavement	51,877 83	67,185 34
Sewers, repairing, etc.	59,261 98	43,809 29
Sewer's system surveys		2,498 52
Wells and pumps	2,350 58	2,700 82
Salaries	65,978 94	78,830 08
Water works extension	225,885 73	91,977 48
Contingencies	6,919 31	743 74
Wells and pumps, repairing	2,369 58	2,700 82
Aqueduct, repairs, &c.	90,225 38	56,587 23
Total	\$730,352 74	\$583,132 62

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Jan. 13, 1865, was as follows:

Passengers	\$8,724 55
Freight and live stock	35,908 50
Mails and sundries	2,493 25

Total	\$47,126 30
Corresponding week of 1864	51,920 36

Decrease

The earnings of the Marietta and Cincinnati Railroad for the 1st week in January:

	1865.	1864.
Passengers	\$9,929 87	\$6,081 38
Freight	9,527 59	4,376 19
Mail, express & telegraph	1,086 33	944 58

Total

The earnings of the Grand Trunk Railway for the week ending Jan. 7, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	\$28,816 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	77,203 00
Total	\$109,143 00
Corresponding week, 1864	91,415 00

Increase

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the 1st week of Jan.,

Increase

The earnings of the Chicago and Rock Island Railroad for the 2d week in January, 1865, were

Increase

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of January, 1865, were

Increase

The earnings of the Michigan Central Railroad for the 2d week in Jan., 1865

Increase

The earnings of the Cleveland and Toledo Railroad for the 1st week in Jan., 1865

Increase

The earnings of the Toledo and Wabash Railroad Company for the first half of January, 1865, were

Increase

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 31, 1864, were:

	1864.	1863.
Passengers	\$3,692 16	\$2,896 69
Freight	14,727 06	7,855 26
Express	104 16	104 16
Mails	296 58	296 58

Total

Increase

Receipts from January 1st to Dec. 31:

1864	\$587,077 77
1863	414,511 43

Increase

Finances of New Jersey.

From the Message of the Governor we learn that the finances of this State are in a most healthy condition.

The receipts for the fiscal year from the usual sources were \$535,683 28, and the disbursements for the same period, \$496,410 28, leaving a balance on hand of \$139,373.

The State is out of debt.

The total amount of available school funds is \$511,439 29.

The balance in favor of the war fund is \$324,546 75.

The whole amount of bonds issued by the State, for the war fund is \$2,590,600.

The State has paid, or will pay this year, on interest and to extinguish bonds, \$252,000.

The premiums on the sale of State bonds amounted to over \$50,000.

The State claims, for its advances to the United States Government, a balance of \$940,037.

Railroad Earnings--Monthly.

The earnings of the Erie Railway for the month

of Dec., 1864, were	\$1,267,414 58
Corresponding month last year	985,320 89

Increase

The earnings of the Cleveland and Toledo Road for the month of Dec., 1864, were

Increase

The earnings of the Michigan Central Railroad for the month of Dec., 1864, were

Increase

The earnings of the Cleveland and Pittsburgh Railroad for the month of Dec., were

Increase

The earnings of the Chicago and Rock Island Railroad Company for the month of Dec., 1864, were

Increase

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Dec., 1864, were

Increase

The earnings of the Toledo and Wabash Railroad for the month of Dec., 1864

Increase

The earnings of the North Pennsylvania Railroad Company for the month of December, 1864 were

Increase

The traffic receipts of the European and North American Railway for the month of Dec., 1864, compared with the corresponding month last year, is as follows:

	1864.	1863.
Passengers	\$4,836 17	\$5,736 38
Freight	5,877 03	5,855 60
Mails and Sundries	459 30	476 30

Total

Decrease in 1864

Railroads.—The Theory of Construction, Earnings and Dividends.

The recent attempt to depreciate the value of the shares of the Erie Railway, affords an appropriate occasion to consider the propriety of the payment of dividends by a company, at the same time it is increasing its construction account.

We may start from the incontrovertible premise that the earnings of all roads must, as a rule, be in ratio to their cost. A similar rule holds in every department of industry and trade. If an increased or augmented result is sought, it must be upon increased means of investment—otherwise the royal road to wealth would be found, in which the result would bear no proportion to the agency employed.

It is in obedience to such a necessity that the capital of every railroad in the United States has been increased from one to ten fold, and always in appropriate ratio to its increased earnings. The Erie Railway was commenced upon an estimate cost of \$6,000,000—a sum not equal to one half of its present earnings. It was opened in 1851 at a cost of \$24,000,000. It earned in 1852 \$3,537,766. We will assume that in 1864, its capital account, capitalizing its leased roads, to be double that at its opening—or \$48,000,000. In the meantime there has been applied to construction net earnings to the amount of \$20,000,000, making the total cost of the road to the stockholders, \$68,000,000, a sum nearly three times greater than the cost the day it was opened. Its earnings in the same time have increased in four-fold ratio.

But such increase of capital and earnings, great as it is, has not been so striking as that of the main line of the New York Central Railroad, for an equal period after it was opened. The last link in this road, the Attica and Buffalo was opened in 1842. On the 30th of September, 1843, the cost of the Mohawk and Hudson, Utica and Schenectady, Syracuse and Utica, Auburn and Syracuse, Auburn and Tonawanda, and Attica and Buffalo, was \$7,625,780. Its total earnings for the year were \$1,108,131. Neither the consolidated company, nor the more important lines that compose it, ever omitted a dividend. Yet its capital account has been increased more than five-fold since the date of its opening; at the same time that at least \$15,000,000 of earnings have been applied to construction. Its earnings in the meantime have increased ten-fold. This road was constructed at an early day, and had consequently to be entirely rebuilt, which partly accounts for the enormous increase in its construction account. Unlike the Erie, it always enjoyed a good credit which enabled it to borrow at low rates, and to increase its capital to any desired extent without appropriating what belonged to the stockholders in the shape of dividends. Their regular payment in the face of an enormously increased construction account, is one of the causes why the market value of its stock is so deservedly high.

The history of these two roads is that of any other important line in the United States. The Reading Railroad was opened in 1842 at a cost of \$7,112,292. It earned in 1843 \$394,318. Its capital account had increased to \$28,000,000 in 1864, and its earnings to \$7,000,000. In the meantime \$15,000,000 of earnings have gone into construction. Its cost had increased six-fold and its earnings nearly twenty-fold. If we take roads more recently constructed we shall find similar, though not so striking illustrations of the increase of the cost of roads in ratio to earnings, for the reason that the science of construction is now thoroughly understood. A modern road is very different from one built twenty years ago. The Michigan Central Railroad was opened in 1852 at a cost of \$8,156,000. Its earnings that year were \$1,069,948. Its capital account in 1864, was \$14,000,000, and its earnings \$4,200,000. In the meantime it applied earnings to the amount of more than \$7,000,000 to construction, so that the road has really cost the stockholders over \$20,000,000. The Illinois Central was to cost \$17,000,000. It has cost more than twice that sum. It has increased its

earnings since its opening in 1856, from \$1,961,730, to \$4,500,000 in 1864. In the same time net earnings to the amount of \$5,000,000 have been applied to construction.

From what has been stated it will be seen that a rapid increase in the construction account of the railways of this country is inevitable, and that such increase must always be in approximate ratio to their increased earnings. How shall the means for such increase be provided? from capital or from the perpetual application of earnings to construction? If the latter alternative should be adopted, the stockholders of many of our best managed and most productive and prosperous companies would never receive directly a penny on their investments either presently, or at any probable future period; nor would such investments have any considerable market value, no matter how productive the roads were, provided such companies shall make any provision for the transaction of the legitimate business of their lines. Not to do this would be to refuse to carry out the object for which these roads were undertaken, and would inevitably lead to the construction of more lines, and to ruinous competition. A railroad is built to accommodate the traffic of the section it traverses. If that traffic increases should not the original capital account be augmented? There is just as good reason for the increase as there was for the first outlay.

The objection to such increase, if there be any, is based upon the distrust of the management of railroads rather than on any violation of a correct business principle. From the inadequate provisions made in the outset for construction, nearly all our companies have at one time or another fallen into great embarrassments. With large earnings in many cases, no dividends have been paid, or if commenced have been omitted from the constant and steady demand for construction, and from the inability of the company to borrow money except at ruinous rates. The hopes of the owners of railroad property have been disappointed so often, that it had come to be regarded as a difficult problem to tell whether or not a dividend had been earned. Necessity for a long time compelled the application to construction of whatever was received. But, gradually, one after another of our companies completed their roads, and emerged from their embarrassments still with the same necessity as ever upon them to add to their facilities as their business increased. The Erie company does not propose to provide an equipment more approved in form, or in higher condition than that at present in use, nor a more perfect roadway. Should it determine for the future to limit its business to its present capability, then the whole enterprise may be regarded as consummated in a completed road, and with an adequate income upon its cost. It is a perfectly simple and easy matter for it to pay regular dividends for the future, without increasing its capital. But it can, in such case increase its earnings only in a very small ratio. There never was a time in which such increase was prospectively so great. Within the past year a great line, the Atlantic and Great Western Railway has been completed which carries the gauge of the Erie to St. Louis. This tributary is already earning at the rate of \$5,000,000 annually—a sum much larger than the Erie earned upon a cost of \$24,000,000. The whole traffic of this road is tributary to the Erie for nearly all its entire length. To accommodate it will require one hundred engines costing at the present time \$2,500,000 and probably two thousand cars, costing say \$2,000,000 more. Additional track will also be required. The outlay contemplated will enable the company to earn in 1865, \$3,000,000, over the earnings of \$13,200,000 in 1864—which is half a dollar of increased income for every dollar of additional outlay. With its present equipment the road could not increase its earnings over those of the past year.

We presume that no one objects that such increase of capital is not wise. The question is whether while it is going on it is expedient for the company to pay dividends. If they have been actually earned, and if such additional capital

must increase, instead of weaken the ability of the company to pay them in the future, we can see no possible reason why they should not be paid. If the road is actually earning eight per cent. on its stock, the latter is worth par, and the payment of dividends at this rate will cause the stock to be sought for at that price. No one questions that such earnings have been made. If so the present stockholders are entitled to their benefit. The present generation as well as the future have some rights, and no duty is more imperative upon any body of directors than to adopt such a line of policy as will give to the securities of their roads, a price which shall correspond as nearly as possible to their real value. If no dividends are to be paid except by companies whose construction is fully closed we must forego for all time dividends upon nine-tenths of our roads, and among them many of our most productive and best managed lines and virtually destroy the value of investments which have cost their owners nearly \$1,000,000,000.—*Jerome, Riggs & Co.'s Circular.*

Appropriation of Land for Use of Railroad.— Injunction.—Acquiescence in Use of Land. —Compensation for Same.

The late case of *Pettibone vs. The La Crosse and Milwaukee Railroad Company* and others, was an appeal from the Circuit Court for Columbia Co., Wisconsin, to the Supreme Court of that State.

The nature of the action is stated in the opinion of the court.

The complaint, after stating the unlawful appropriation of the plaintiff's land to the use of the railroad company, and that no compensation had been made therefor, demanded that the damages which he had sustained might be assessed, and the defendants be adjudged to pay the same, and that in the meantime and until such compensation were made, the defendants should be enjoined from running cars over the land.

The answer alleged, among other things, that "if the premises were entered upon taken or used as in the complaint alleged, the same was done with the acquiescence and consent of the plaintiff."

After the evidence on the part of the plaintiff was closed both parties insisted that the court should assess the damages which the plaintiff had sustained; but the court decided that it could not do so under the decision of this (Supreme) Court in *Davis vs. The La Crosse and Milwaukee Railroad Company*, 12 Wis. 16, and both parties excepted.

The evidence introduced by the defendants in support of their answer is sufficiently stated in the opinion of the Court.

The case was tried and submitted upon an agreement that it might be taken under advisement. The judgment was afterwards rendered.

The court found that the plaintiff's land described in the complaint had been taken by the railroad company, and appropriated for its use more than three years before the commencement of the suit, and that no compensation had been made therefor to the plaintiff, and granted an injunction order according to the prayer of the complaint. The finding of the court was silent as to the question whether the entry and appropriation by the railroad company, had been made with the plaintiff's consent.

A motion for a new trial on the ground that the judgment was contrary to law and the evidence, was overruled, and exceptions taken. The following is the opinion of the court which was delivered by.

PAINE, J.—This action was brought to enjoin

the defendants from running their cars across the plaintiff's land, upon the ground that no compensation has been made for the land.

The counsel for the appellants (defendants) contended that the decision of this court in the case of *Davis vs. The La Crosse and Milwaukee R. R. Co.* 12 Wis. 16, should be overruled, and that no injunction should be granted to restrain a railroad company from running their cars over any land upon which they had built their track, until it appeared that the compensation for the land had been legally ascertained. It was said that either party, the owner of the land as well as the company could move in that matter and have the compensation fixed, and therefore if he did not do that he ought not to be allowed to enjoin the company from using his land.

But if there had been no change in the law, we should adhere to the decision in the *Davis* case, upon the ground that it was for the company to take the initiative, when it wished to appropriate the land of another, and did not devolve upon the owner to set in motion the proceedings designed to divest him of title.

But at its last session the legislature enacted that the owner might in all cases proceed to cause the damages to be assessed, and that no injunction should issue until they were assessed, Chap. 175, Gen. Laws of 1861. What is the effect of this act upon the question, the conclusion to which we have come in this case makes it unnecessary for us to determine. Whether it infringes in any degree, upon the constitutional right of the citizen to have his property or the compensation for it, or is a regulation of the mode of proceeding in such cases which the legislature may legitimately enact, is a question that can be settled upon argument when it necessarily arises.

But we have come to the conclusion that independently of the effect of this statute, and of the decision in the *Davis* case, there were good grounds for denying the injunction in this case. We think a decided preponderance of the evidence shows that the company altered the location of its road, and ran the track where it now is upon the plaintiff's land, at his instigation and upon his promise to give them the right of way. This being so, it is a good answer to his application for an injunction, whether his promise was made in such form as to be binding upon him in law or not. His counsel argued the case upon the theory that if such promise was void under the statute of frauds, then it could have no weight in determining the plaintiff's right to an injunction. But this by no means follows. Such a conclusion would be entirely repugnant to all the reasoning upon which a part performance of a parol contract for the sale of lands, which is void under the statute of frauds, is held to take the case out of the statute. In such cases, courts of equity not only refuse to interfere in behalf of the party who seeks to rely on the statute, but actually interfere against him, and compel him to perform the contract, and this upon the ground that to allow him to set up the statute would operate as a fraud upon the other party, and leave him liable to an injury for which he could not be properly compensated.

We do not say that the facts disclosed here would be sufficient to justify a specific performance against the plaintiff, nor that they would not. But whether they would or not we think them

fully sufficient to justify a refusal of an injunction in his behalf, which may be refused upon slighter grounds than would be required to enforce a specific performance against him.

An injunction is an extraordinary remedy, and as was said by this court in *Sheldon vs. Rockwell*, 9 Wis., 180, the granting or refusal of it, "rests in the sound discretion of the court. They are never granted when they are against good conscience or productive of hardship, oppression, injustice or public or private mischief." The authorities cited in that case show that they will not be granted where the party complaining has unreasonably acquiesced, by mere silence, and inaction in the appropriation of his property for public improvements. And how much more clearly should they be refused where the original appropriation was at his instigation and under a promise by him to give the right of way.

The invalidity of an agreement at law will not prevent a court of equity from looking at it, to see whether either party is attempting to use it to work a fraud or wrong upon the other. *Blakesly vs. Johnson* 13 Wis., 530. And the same principle is applicable to the determination of the right to an injunction.

It is undoubtedly true that considerable inconvenience might result from granting such an injunction. And although we do not consider that as a sufficient for ground denying it where the party has not unreasonably acquiesced in, and did not originally invite the act of which he complains, yet where either of these facts did exist, the inconvenience resulting from an injunction adds great force to the reasons for its refusal. When the owner stands upon his legal rights, it is for the company to take the necessary steps to acquire the right of running over his land, and perhaps his mere inaction for a time should not be too strongly construed into acquiescence in view of the course of decisions sustaining the rights of companies to enter preliminarily for purposes of location, survey, &c., before making compensation. But where it appears that the party invited them to enter, and promised to give the right of way, it may fairly be assumed that the company neglected in consequence of such acts on his part, to take the steps necessary to obtain the right.

And that being so, whatever may be his rights at law, he ought not to be allowed to impose on the company, or on the public the inconvenience of an injunction.

The court below properly refused to go into the question as to the amount of compensation.

The mode prescribed by the charter is the only way of arriving at that.

But for the reasons already stated, the judgment of the Circuit Court is reversed, with costs.

Judgment reversed.

Passports and the Railroads.

By the regulation requiring passports from persons entering the United States from Canada, travel through Canada from points in the United States is about used up. The Great Western and Grand Trunk Roads have given up the through passenger business, and have withdrawn their express trains, to save the expense of running them light. It is reported that the express trains will be withdrawn from the New York Central Branch between this city and Suspension Bridge. Western passengers all go by the south shore. The Michigan Central Company has withdrawn one of its express trains from Detroit to Chicago.—*Rochester Democrat*.

Currency of Loyal States.

Statement of the approximate amount of legal tender and other notes in circulation, January 1, 1865:

United States notes (currency proper).....	\$433,000,000
Fractional and postage currency.....	21,000,000
One years 5 p. c. legal tender notes..	41,000,000
Two years 5 p. c. " " " " " " " "	13,000,000
Two years 5 p. c. " " " " " " " "	50,000,000
Three years 6 p. c. comp. int. notes..	120,000,000

Total United States issues.....	\$670,000,000
National Bank notes.....	76,000,000
State Bank notes.....	120,000,000

Total of all kinds of notes.....\$866,000,000
But as the interest notes are not in general circulation these ought to be deducted, viz..... 216,000,000

Leaving.....\$650,000,000
as the amount of notes in actual use.

The imports and exports of the precious metals into and from France, for the year ending September 30, 1864, were:

	Imports.	Exports.
Gold.....	£13,231,823	£10,477,402
Silver.....	8,373,257	10,333,408
Total.....	£21,605,080	£20,810,810

Ship Canal Around Niagara Falls.

The Chicago Board of Trade has adopted a series of resolutions in favor of a Ship Canal around Niagara Falls, and authorized the appointment of an agent to proceed to Washington and urge upon Congress the duty of providing for the construction of the work. It is claimed that this canal would create a new bond of Union between the east and the west, and forever secure the military and commercial ascendancy on the great lakes to the government and citizens of the United States.

The new bridge of the Chicago and North Western Railway Company, across the Mississippi River at Clinton, and connecting their Galena airline division with their Iowa lines, was completed on the 7th inst. This will add very largely to the earnings of this company, as it enables them to accommodate the business of that section of country which is tributary to their Iowa lines, and which heretofore, owing to the difficulty of crossing the river, has to a considerable extent sought other means of access to Chicago.

The tunnel under the Apennines, on the Bologna and Florence railroad, has just been opened to the public, and the line is now open from Turin and Milan to Rome and Naples without any other interruption than the few miles which separate Civita-Vecchia from Orbitello, on the Tuscan coast.

Geo. Quackenbush, Stock Commission Broker,

30 BROAD STREET,

(Johnston's Building.)

NEW YORK.

GOVERNMENT SECURITIES, RAILWAY STOCKS,
&c., Bought and Sold on Commission.

OFFICE OF THE

METROPOLITAN Insurance Company,

No. 108 Broadway,

NEW YORK, January 10, 1865.

STATEMENT OF THE BUSINESS AND CONDITION OF THE COMPANY ON THE 31st DAY OF DECEMBER, 1864.

Unearned Premiums, January 1, 1864..... \$167,139 80
Premiums received in 1864, as follows :
On Marine Risks.....\$493,313 46
On Fire Risks..... 437,235 04—930,548 50

Total Premiums.....\$1,097,688 30
Premiums marked off as earned from
January 1 to Dec. 31, 1864.....\$778,026 34
Less Return Premiums..... 56,460 56

Net Earned Premiums..... \$721,565 79
Losses paid during the year :

On Marine Risks.....\$170,656 54
On Fire Risks..... 206,468 63
Total losses.....\$377,125 17
Reserved for losses unadjusted... 20,625 18

Expenses, Re-insurance Commission and Taxes (less interest received)..... 198,293 12—596,043 47

Net profit.....\$125,522 31

The capital of said Company actually paid up in cash is.....\$300,000 00

The surplus on the 1st day of January, 1865.. 458,321 84

Total amount of Capital and Surplus..... \$758,321 84

ASSETS, JANUARY 1st, 1865.

Amount of cash on hand and in Bank.....\$106,741 19
Amount of cash in hands of Agents and in course of transmission.. 41,746 56
Amount of U. S. and N. Y. City Stocks and Bonds..... 187,029 50
Amount of Loans on Bonds and Mortgages, being first lien of record, on Unincumbered Real Estate..... 185,550 00
Amount of Loans on Collateral, payable on demand..... 92,375 00
Amount of other Miscellaneous Items..... 20,500 00
Amount due for Premiums on Policies issued at office..... 19,167 77
Amount of Bills Receivable for Premiums on Marine Risks.... 91,455 70
Interests due and accrued, but not yet payable..... 13,756 12—\$758,321 84

The Board of Directors have this day resolved to pay a dividend of

SIX PER CENT.

on the outstanding Certificates of Profits, to the holders thereof or their legal representatives, on and after MONDAY, the 20th of February next; also a dividend of

TEN PER CENT.

on the Capital Stock of the Company, payable in Cash on demand; also a dividend of

FIFTY PER CENT.,

in scrip, on the net earned Participating Premiums of the Company for the year 1864, for which Certificates will be issued on and after the 20th day of March next.

DIRECTORS:

JAS. LORIMER GRAHAM, DANIEL PARISH,
ROBERT M. C. GRAHAM, DUDLEY B. FULLER,
EDWARD A. STANSBURY, HENRY V. BUTLER,
JOSEPH B. VARNUM, GILBERT L. BEECHMAN,
BOWEN R. McILVAINE, CHARLES P. KIRKLAND,
FRED'K H. WOLCOTT, JOSEPH B. VARNUM, JR.,
WILLIAM K. STRONG, WATSON E. CASE,
JOHN C. HENDERSON, LORRAIN FREEMAN,
GUSTAVUS A. CONOVER, EDWARD MACOMBER,
MARTIN BATES, JR., J. LORIMER GRAHAM, JR.,
PASCHAL W. TURNER, SAM'L D. BRADFORD, JR.,
FRANKLIN H. DELANO, GEO. W. HATCH.

JAMES LORIMER GRAHAM, President.
ROBERT M. C. GRAHAM, Vice-Pres't.
EDWARD A. STANSBURY, 3d Vice-Pres't.
JOHN C. GOODRIDGE, Secretary.

UNITED STATES DISINTEGRATING ORE COMPANY,

OFFICE, - - - - 74 BROADWAY,

3m-3

ROOMS, 14 AND 15.

STEEL BOILER FLUES AND STEEL FIRE BOX PLATES.

RUSSELL & HOWELL'S HOMOGENEOUS METAL BOILER TUBES,

1½ to 6 inches outside diameter cut to any given length
One half the thickness, and much stronger and more durable
than Iron or Copper.

WITH GREAT SAVING IN FUEL.

Imported and for sale by

T. M. TYNG,
61 Cedar st.,
New York.

Great Northern Oil Co.

OFFICE 24 BROAD STREET,

And 67 Exchange Place near B'way.

CAPITAL, - - - - \$2,000,000.

Manufacturers and Sole Proprietors of the

HENDRICK LUBRICATOR.

Also dealers in SPERM, LARD, WHALE, and other
OILS.

OFFICERS.

JOHN BRYAN, President, New York.
JACOB S. ATWOOD, Vice-Prest.
J. A. WISNER, Sec'y and Treas'r.
E. E. HENDRICK, Superintendent.
WM. N. MARCUS, Gen. Agent.

WM. G. FORD, S. T. SUIT,
Formerly of Memphis, Ten. Formerly of Louisville, Ky.

FORD, SUIT & CO., BANKERS,

15 Broad Street, New York,
Dealers in Foreign and Domestic Ex-
change. Government Securities, Stocks,
Bonds and Gold bought and sold exclu-
sively on Commission.

GEO. E. H. GRAY, Cashier.
Formerly of Louisville, Ky.

THE ERIE RAILWAY COMPANY.
No. 187 WEST ST., NEW YORK, Jan. 5, 1865.

DIVIDEND.—The Directors of this Company have
this day declared a Dividend from the Earnings of
the Road for Six months, ending 31st December, ultimo,
of THREE AND ONE-HALF per cent. on the PRE-
ferred Stock.

Also, a Dividend of FOUR per cent. on the COMMON
CAPITAL STOCK.

Both payable (less the Government tax of five per cent.)
at the Treasurer's Office, Erie Place, on WEDNESDAY,
the First day of February next, to the Registered Holders
of Stock at the closing of the books.

The Transfer Books of both Preferred and Common
Stock will be closed on the afternoon of MONDAY, the
16th inst., and be re-opened on the 2d of February.

34-2

HORATIO N. OTIS, Secretary.

Travelers Insurance COMPANY, HARTFORD CT.,

INSURES AGAINST

ACCIDENTS of EVERY DESCRIPTION,

CAPITAL, - - \$500,000.

FIVE DOLLARS ANNUAL PREMIUM

Will insure \$5,000 against accidental loss of life while
traveling by any public conveyance.

TEN DOLLARS PREMIUM

Secures a policy for \$5,000 and also \$25 per week compen-
sation for personal injury, incapacitating the assured from
his ordinary business.

TWENTY-FIVE DOLLARS PREMIUM

Secures a full policy for \$5,000 and \$25 per week compen-
sation for all and every description of accident, traveling
or otherwise.

Policies for \$500, with a \$3 per week compensation, can
be had for \$3 per annum, or any other sum between \$500
and \$5,000 at proportionate rates.

INSURANCE TICKETS

Will soon be on sale at all the Railway Stations covering
the passenger with \$3000 Insurance in case of fatal acci-
dent, and \$60 Per Month compensation for personal
injury—at the rate of 10 cents for 24 hours travel.

JAMES G. BATTERSON, President.

RODNEY DENNIS, Secretary.

HENRY C. MARSHALL, General Ticket Agent.

EDGAR FORMAN, Agent,

161 Fulton St., cor. Broadway, New York.

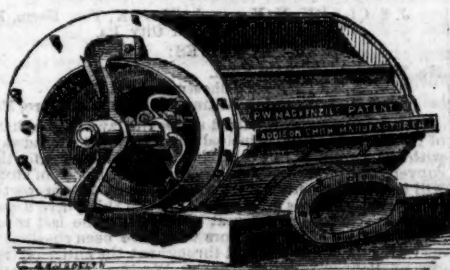
FOR SALE.

20 Platform Cars—4-8½ or 4-10 Gauge.
2 Locomotives 4-8½ Gauge, 24 Tons, 15×20 Cylinder.
1 " 4-8½ " 28 " 15×24 "
1 " 5-6 " 24 " 14×20 "

KASSON & CO.,

67 Exchange Place, New York.

SMITH & SAYRE; PROPRIETORS AND MANUFACTURERS OF THE MACKENZIE PATENT BLOWER & CUPOLA, PATENT GAS EXHAUSTOR AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable
and requires only one-third the power necessary to drive
a Fan Blower. For all purposes where a pressure of Blast is
required they are quite equal to cylinders, and can be driven with
one-third the power, while their cost is trifling in comparison.
We manufacture these Blowers and Cupolas to melt from 1
to 15 tons Iron per hour. They will save one-quarter to one-
half the time required by the old style Cupola, and from 25 to
33 per cent. of coal. Address

**SMITH & SAYRE, &
458 Broadway, N. Y.**

IMPROVED LOW Pressure Steam Warming AND Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St.,.....New York.

The first and only Low Pressure Steam Heating Ap-
paratus with OPEN BOILER ever used for warming and ven-
tilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c.

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

REPORT OF THE DIRECTORS

OF THE

Ninth National Bank

TO THE STOCKOLDERS,

JANUARY 10th, 1865.

The election was held this day, the whole number of
Shares entitled to vote being Ten Thousand. There was
cast for each of the Directors six thousand and fifty-four
votes. For this flattering and unanimous vote the Direc-
tors respectfully tender their thanks, and hoping for in-
creased prosperity during the coming year, they desire to
report that they find the condition of the Bank to be this
day as follows:

STATEMENT.

ASSETS.

Loans and Discounts.....	\$2,931,942 20
U. S. Securities.....	6,741,493 27
Due from other Banks.....	1,889,271 64
Legal Tender Notes and Specie.....	2,638,563 48
Bills and Checks on other Banks.....	1,251,897 79
	\$14,503,168 68

LIABILITIES.

Capital Stock.....	\$1,000,000 00
Surplus Profits, after paying five per cent. Dividend.....	166,937 39
Dividends Unpaid.....	14,916 00
Circulation.....	897,786 00
Deposits.....	12,423,631 29
	\$14,503,168 68

We invite the co-operation of the Stockholders in ex-
tending the business of the Bank. The organization is
now well perfected, and we are making improvements to
enable us to put the Government business in a separate
department, which will give us greater facilities for con-
ducting the business the community see fit to favor us
with.

It will be observed that this Bank has a surplus of \$166-
937 39 after paying a semi-annual dividend of five per
cent, and its deposit line which this day reaches almost
twelve and a half millions, shows its business to be among
the largest in the city.

Our bank being located at the corner of Broadway and
Franklin street, is convenient to a large part of our City
Merchants.

DIRECTORS.

WILLIAM A. KOEBE, THOMAS A. VYSE, Jr.
GEO. A. WICKS, BARNET L. SOLOMON
GEO. A. FELLOWS, SOLOMON L. HULL,
CHAS. MINZESHEIMER, J. O. WHITEHOUSE,
JOSEPH U. ORVIS.

JOSEPH U. ORVIS, President.

JOHN T. HILL, Cashier.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 22, 1864

AT A MEETING of the Board of Directors, held this
day, it was resolved that a dividend of five per cent.
in cash, free of Government tax, be paid on the first day
of February next, to the holders of full-paid shares of this
Company, registered the 20th day of January next, and
that the transfer books be closed on the said 20th day of
January and opened on the 31 day of February.

THOMAS E. WALKER, Treasurer

GRICE & LONG'S STEAM PASSENGER CARS.



GRICE & LONG
PATENTEES OF STEAM PASSENGER CARS,
FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads. With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility. We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

C. W. BETTS.

E. H. DENSLAW.

Betts & Denslow,
BANKERS and BROKERS,

No. 24 William Street,
NEW YORK.

Gold, Government Securities, State and Railroad Stocks and Bonds, bought and sold on Commission exclusively, at the NEW YORK STOCK EXCHANGE.

James Wadsworth & Co.
61 CEDAR ST.,
NEW YORK.

RAILWAY COMMISSION MERCHANTS.
IMPORTERS AND DEALERS IN
ENGLISH AND AMERICAN RAILS.
CHAIRS, SPIKES, TYRES,
Boiler Tubes, etc., etc.

CONTRACTS MADE FOR
LOCOMOTIVES,
FREIGHT AND PASSENGER CARS.

Railroad, City, and County
BONDS NEGOTIATED
UPON FAVORABLE TERMS.

JAMES WADSWORTH.

T. MITCHELL, TRNG

PETROLEUM.
NEW YORK, PHILADELPHIA, AND BALTIMORE
CONSOLIDATED

PETROLEUM AND MINING CO.
CAPITAL, \$1,500,000, DIVIDED INTO 300,000 SHARES
PAR VALUE, \$5 PER SHARE.

SUBSCRIPTION PRICE, \$1 PER SHARE.
No further assessment or call on the subscribers, as
50,000 Shares are reserved for
Working Capital.

PRESIDENT—J. S. CLARK, of New York.
VICE-PRESIDENT—R. H. WISHART, New York.
TREASURER—H. F. DEVOE, New York.
SECRETARY—J. CONKLIN, New York.

DIRECTORS.

R. V. R. KETCHUM, Baltimore, Md.
O. KING, Baltimore, Md.
J. H. GOULD, Philadelphia, Pa.
W. WOODRUFF, Baltimore, Md.
DR. T. S. RING, New York.
A. CLARK, Tarr Farm, Pa.
H. B. CLARK, Oil City, Pa.

GENERAL SUPERINTENDENTS.

J. S. CLARK, N. Y. A. CLARK, Tarr Farm, Pa.
H. B. CLARK, Oil City, Pa.

OFFICES:

No. 71 Broadway, New York.
Nos. 612 and 614 Chestnut street, Phila.
And 147 Baltimore street, Baltimore, Md.

This Company is organized under the laws of the State of New York. The principal office is No. 71 Broadway, with branch offices in Philadelphia and Baltimore, for the convenience of subscribers, where the certificates of stock will be issued to subscribers without delay. The property, embracing upwards of six hundred and thirty-five acres, has been selected with great care during the last three years by those of the directors who have been constantly operating on Oil Creek, and throughout the entire oil region of Pennsylvania, as well as Western Virginia, and was not selected to sell, but for the purpose of development and producing oil, having now some ten wells under contract, and being bored with vigor, besides those already completed and producing oil, making in all 13 wells now on the property. Every acre of this Company's property is bottom, and the best of boring land, much of it on Oil Creek, Cherry Run, Cherry Tree Creek, Walnut Bend, Alleghany River, and other streams where the lands are being developed with good success, and prospect of a very large product of oil.

OFFICE IN NEW YORK, where Prospectus, Maps, and every information can be obtained.
No. 71 BROADWAY, NEW YORK.

ODDIE & GAMBLE,
Stock, Bond & Gold Brokers,

NO. 3 BROAD ST.,

NEW YORK.

ORVILLE ODDIE, ARTHUR GAMBLE.
(Late Oddie, St. George & Co.)

MOTT BROTHERS,
(SUCCESSORS TO MOTT, HILL & CO.)
BANKERS and BROKERS,
NO. 30 BROAD STREET,
NEW YORK.

CHAS. ST. J. MOTT.

GEO. H. MOTT.

STOCKS, BONDS, GOLD AND GOVERNMENT
SECURITIES, bought and sold on Commission.
Interest allowed on deposits. Collections made in all
parts of the country.

GOODYEAR BROTHERS & DURAND
BANKERS,
No. 18 Broad St., New York

INTEREST ALLOWED ON ACCOUNTS, subject
check at sight, as with Banks. Collections made on
accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,
RAILROAD STOCKS, BONDS, GOLD, &c., bought
and sold on commission. Orders filled in Philadelphia
and Boston without extra charge. Coupons and interest
on United States Registered Bonds Collected.
CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N. Y.
GEO. GOODYEAR, New Haven, Ct.
GEO. G. GOODYEAR. HARVEY DURAND.

REFERENCES.

HON. JOHN J. CISCO, late Assistant U. S. Treasurer,
JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York.
Hon. ELLIOTT CORNING, Albany, N. Y.
A. B. JOHNSON, Esq., Utica, N. Y.
JAY COOKE & Co., Washington.

RICHARD DUDGEON,
MACHINIST,
24 COLUMBIA ST., NEW YORK.

WOULD respectfully inform his friends and the public
that he has removed to his new Building No. 24
Columbia Street,
where he is prepared to
furnish



Hydraulic Jacks,
of from 4 to 150 tons
lifting power. PULL
ING JACKS of differ-
ent sizes.

Hydraulic Presses
WITH PLATENS.

Hydraulic Punches
for punching iron from
three-eighths to 1 inch
thick. **Force Pumps**
for Hydraulic Presses.
Force Pumps for test-
ing tubes, cylinders etc.

STEAM CARRIAGES for good hard roads.
Squirting Oil Cans, also Danver's Patent Steam Hammer

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.

FURNISH CHILLED WHEELS for Cars, Trucks, and
Tenders. CHILLED DRIVING WHEELS and TIRES
for Locomotives. ROLLED and HAMMERED AXLES
WHEELS and AXLES FITTED COMPLETE.